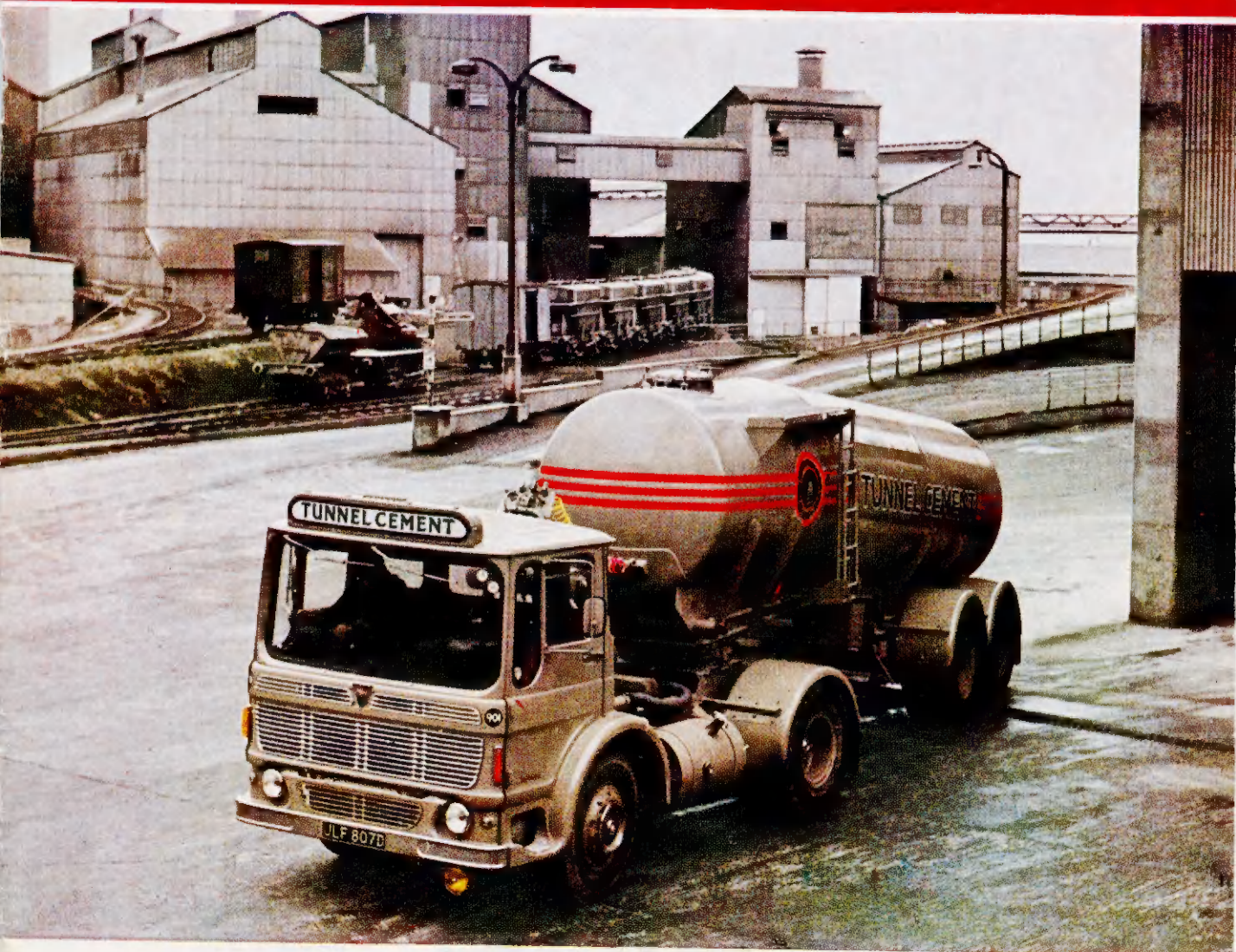


AIRFIX magazine

JUNE, 1966

FOR PLASTIC MODELLERS

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**IN
THIS
ISSUE**

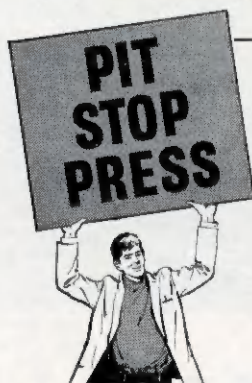
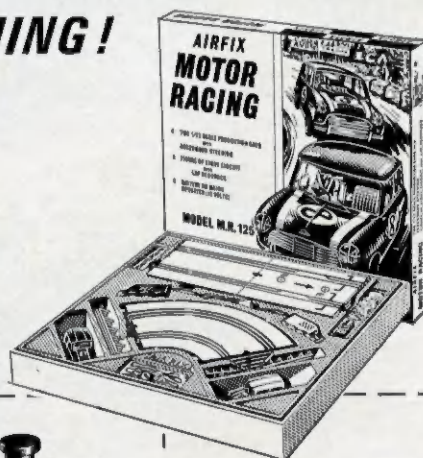
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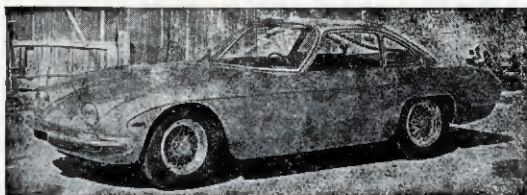
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AIRFIX magazine

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AIRFIX *FOR PLASTIC MODELLERS* **magazine**

Volume 7, Number 10

June, 1966

IN THIS ISSUE

NEWS FROM AIRFIX	Famous carrier <i>Ark Royal</i> , and M3 Half-Track kits introduced, plus zoo animals	300
IN THE AIR	The new Dominie in RAF service: Alan W. Hall reports	302
MILITARY MODELLING	C. O. Ellis converts the M3 Half-Track to a White scout car	304
PLASTIC MODELLING	Scratch building a vintage cycle van from the Ton-up Tony kit by Mike Bryant	306
BEGINNERS PLEASE	Alan W. Hall concludes his basic tips for aircraft modellers	308
WARSHIP MODELLING	Conversions from the Airfix <i>Campbeltown</i> kit described by Ian Whitehead	310
PHOTOPAGE	Another two pages of readers' pictures	312
A SINGLE-DECKER BUS	Norman Simmons describes a charming 'B' Type bus conversion	314
PROFILE	M. J. F. Bowyer visits the Army Air Corps and outlines the Westland Scout's service career	317
NEW KITS AND MODELS	Latest releases of interest to modellers	321
LETTERS TO THE EDITOR	The page where your views and ideas can win you a free kit	324

COVER PICTURE

This scene at a cement works would make an attractive feature on a model railway, particularly as Airfix produce replicas of the bulk cement wagons shown in the siding. The big Tunnel Portland Cement Co bulk delivery tanker seen in the foreground grosses 28 tons and has a frameless semi-trailer hauled by an AEC Mandator tractor. (Illustration courtesy AEC Ltd).

AIRFIX magazine is published for the proprietors, Airfix Products Ltd, by Knightsbridge Publications (1962) Ltd, on the fourth Wednesday of each month. Annual subscription rate 24s (Second Class postage paid at New York Post Office, NY.)

Editor.....**CHRIS ELLIS**
Advertisement Manager.....**JOHN NEWMAN**

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June, 1966

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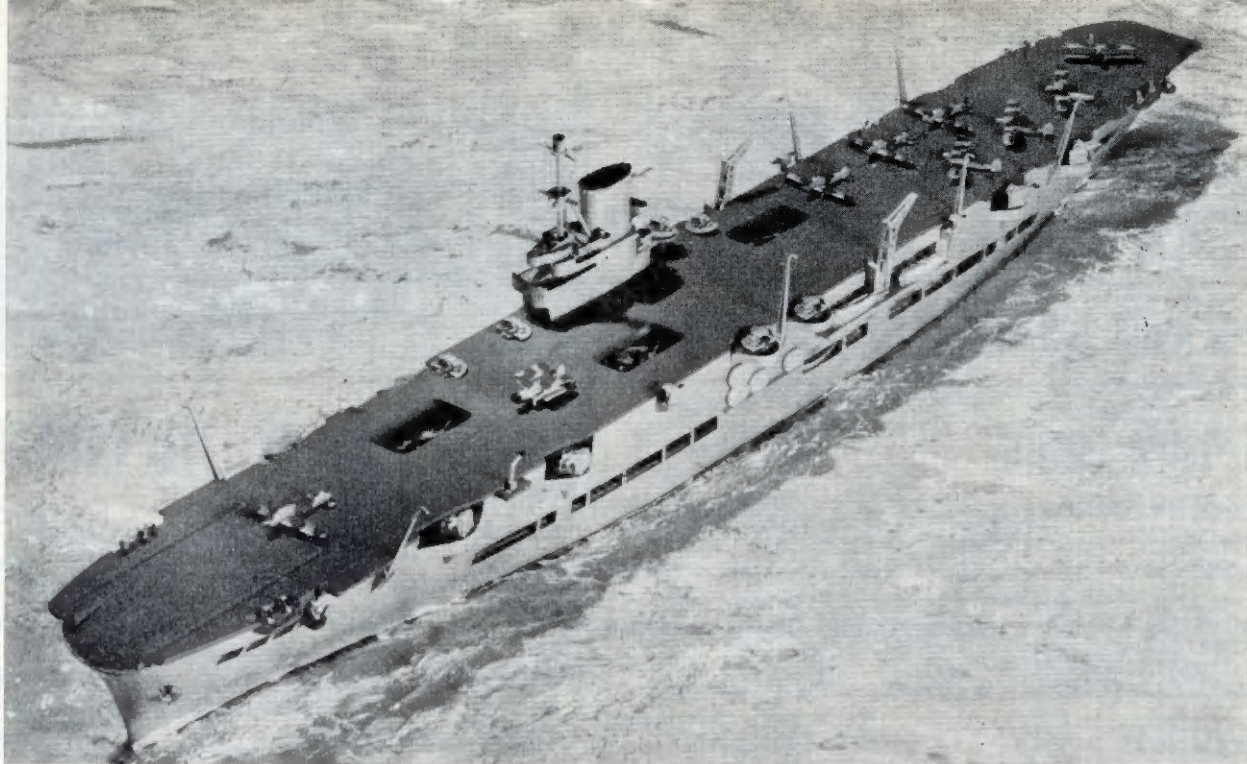
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Latest in the Airfix range of famous warship kits is this magnificent model of the immortal HMS Ark Royal, to the usual scale of 1:600. The 171-part kit costs only 6s and makes into a fully-detailed replica, 16 inches long.

The 'Ark' sails again!

NEWS FROM
AIRFIX

The world's greatest value in construction kits

**HALF-TRACK KIT AND
ZOO ANIMALS ALSO
INTRODUCED**

MOST celebrated of all aircraft carriers since naval aviation began, *HMS Ark Royal*, is the latest famous warship to join the popular Airfix 1:600 scale range, and her re-incarnation in model form will be welcomed by all who thrilled to her stirring World War 2 exploits. A veteran of Force H, the Norway campaign, the *Bismarck* chase, and even on the fringes of the *Graf Spee* drama, *HMS Ark Royal* was the first of the Royal Navy's big armoured fleet carriers that formed the spearhead of Britain's limited offensive power in the dark days of World War 2.

As such, she became a legend in her own short lifetime, for she was the most sought-after target on the seas for every German U-boat commander. German propaganda 'sank' her on many occasions between 1939-41, the claims being announced in newspapers and radio broadcasts several times before the *Ark* was finally caught. 'Where is the *Ark Royal*?' asked Lord Haw-Haw in his propaganda broadcasts to Britain and, while the *Ark* continued to keep the seas, the question became something of a national joke.

But despite faked photographs showing the ship sinking, *HMS Ark Royal* managed to survive all the bombs and torpedoes that the German navy could bring to bear, and was not finally sunk until November 14, 1941, while under tow for Gibraltar. On the previous day she had been torpedoed in the Western Mediterranean by the U-boat U-81.

The Airfix kit of *Ark Royal* faithfully captures the handsome lines of the original and contains no less than 171 polystyrene pieces, all moulded in battleship grey. The 800 foot overall length of the full-size vessel scales down to 16 inches in the scale of the model, making an impressive addition to any collection of model ships. Virtually every detail of the original ship is included in the model. Accurately moulded cranes, radio aerials, 'pom-poms', revolving 4.5 inch turrets, boats, and carley rafts are among the tiny pieces included in the kit. *Ark Royal* had three lifts, all represented in the kit, and these can be fitted in the 'down' position on the model if desired. Not least among the attractions of the model are the tiny 1:600 scale aircraft which are faithful replicas of the Fulmar

fighters and Swordfish torpedo bombers which equipped the ship's embarked squadrons.

Construction of the model is quite straightforward, being fully explained by the step-by-step instruction sheet provided. All the side openings are correctly detailed with doors and ladders moulded in the correct positions. Indeed, the model is so completely detailed that even the capstans and planking on the cable and quarter decks are included, despite the fact that they are not clearly visible with the flight deck in place.

Cost of the kit, for all these features, is only 6s.

M3 HALF-TRACK

GROWING numbers of military modellers now look forward eagerly to each new Airfix army kit. The demand for infantry transport is, we hope, satisfied by Airfix with the release of the M3 Half-Track, one of the most widely used of all vehicles by the Allied armies during World War II. The Airfix model, to OO/HO scale, will certainly be most useful in miniature armies for this vehicle was adapted for numerous roles by the British and American armies. Several self-propelled guns were based on the chassis, and M3s were used variously as troop carriers, command vehicles, recovery vehicles and as armoured ambulances. This latter role is provided for in the Airfix kit, where a moulded 'canvas' tilt is supplied to enclose the passenger space.

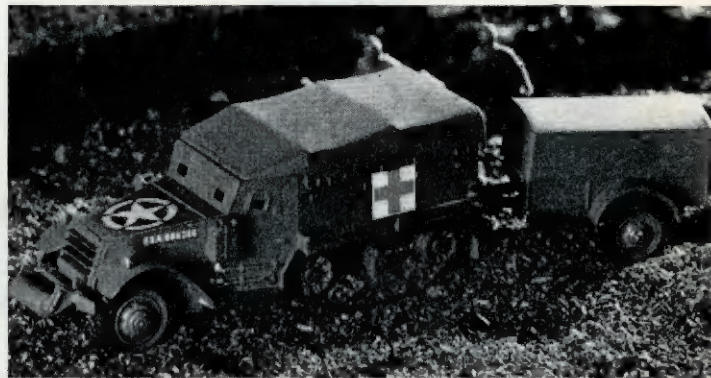
As a troop carrier, the M3 is provided with a machine gun 'pulpit' that fits over the cab to hold a Browning .5 inch calibre weapon. The vehicle is assembled in exactly the same way as the full-size vehicle, with chassis side members, transmission, exhaust and so on, all cemented in place in logical order. The tracks are one-piece mouldings with the road wheels incorporated. A driver, two jerricans, seats, and stowage racks are also provided. Extra value in the kit is provided by the addition of a standard cargo trailer, as universally used by all army units. This is also the standard US model. It is complete with tilt, tow-bar, and jockey wheel to support the trailer when unhooked. Total number of parts in the kit is 54 and both ambulance and allied star markings are provided. Like all the other Airfix series 1 kits it costs 2s.

ZOO ANIMALS

LATEST in the ever-increasing range of Airfix OO/HO scale figures are two sets of zoo animals, allowing a complete representative model zoo to be built up by using both sets together. Each set contains 21 beautifully moulded OO/HO scale pieces which will appeal to all modellers, and in particular to youngsters who like animals. The Number One set contains mostly smaller animals, such as baby kangaroos, alligators, a crocodile, an ostrich, tigers, deer, antelopes, brown bears, lions, a rhino, a camel and a baby elephant. Two keepers feeding animals from buckets are also included in this set.

In set Number Two there is a large trumpeting elephant, a giraffe, zebras, kangaroos, a hippo, polar bears, seals, gorilla and babies, lions sitting, and two types of penguin. All the figures are pleasingly textured to give the necessary scaly or furry appearances, and parts like tails and horns are flexible enough to allow them to be twisted into other positions to give maximum variety. The various items are all moulded in ivory coloured, unbreakable plastic, forming a suitable base for colouring, preferably with matt plastic paint.

June, 1966



This excellent M3 Half-Track is the latest addition to the Airfix constant scale armoured vehicle range. It can be finished as an armoured ambulance, as shown here, or as an armoured personnel carrier with Browning .5 calibre machine gun. US Army and ambulance markings are included in the kit and a standard half-ton cargo trailer is provided. Many conversions are possible with this kit and we feature the first on page 304 this month.

In addition to their educational interest, many of these animals will be of interest to modellers for other purposes. Both the camel and the magnificently sculpted elephant, for instance, would be useful to wargamers. The sets cost 2s each.

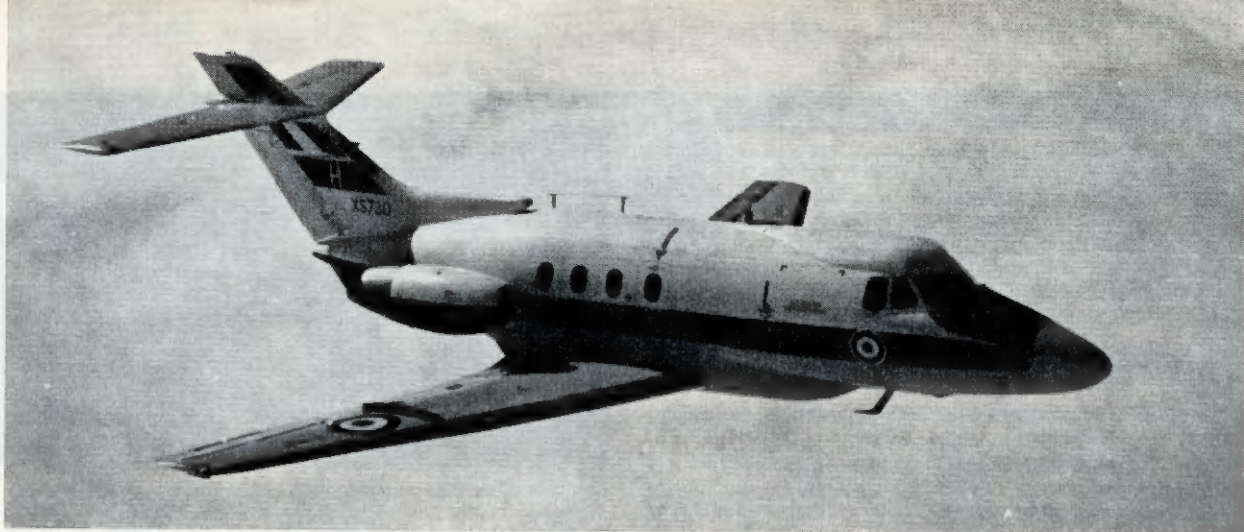
ARE YOU A KIT CONVERTER?

We have many letters from readers requesting back copies of **AIRFIX MAGAZINE** containing conversion articles. Back copies of many issues are still available for the benefit of readers who may have missed or mislaid earlier editions. For example, here are some of the practical articles which have appeared in recent issues.

1963: January—Defiant T/T conversion. **March**—Simple Beaufighter mods. **April**—Lancaster/Manchester conversion. **June**—Lancaster mods. **July**—Heinkel 111Z glider tug conversion. **1964: October**—Ju 88 and M4 Crab conversions. **November**—Conversions with the Airfix Centurion. **December**—Carrier conversions and Catalina Profile. **1965: June**—Building a Hector from the Airfix Hawker Hart. **July**—Motorising the Airfix City of Truro. **October**—Modifying the Airfix Gladiator. **November**—Ajax cruiser and Lightning conversions. **1966: March**—Firefly Profile.

Would readers please note that the following is a revised list of issues that are out of print: all 1960 editions; January, February, March, April, May, June, July, August, 1961; January, February and November, 1962; February, August, September, October and November, 1963; January, February, March, April, May, June, July, August and September, 1964; January, February, March, April, May, June, July, August, September and December, 1965; January, February, April and May, 1966.

Back copies cost 1s 6d each (including postage) for all issues up to and including August, 1963. From September, 1963, onwards, the cost is 2s per issue, post paid. Please address all requests for back copies, together with your remittance, to our circulation department at **SURRIDGE, DAWSON (PRODUCTIONS) LTD, 136/142 NEW KENT ROAD, LONDON SE1.**



The graceful lines of the Hawker Siddeley Dominie stand out well against a background of low cloud. Colour scheme of the RAF's new navigation trainer has broken with tradition and broad red bands are painted on the fuselage sides to cover part of the tailplane as well. Top surfaces are white, and wings and lower fuselage are light grey.



THE training of an RAF navigator is, and always has been, a complicated and lengthy job. This is accentuated in these days of high speed aircraft by the fact that, until recently, no suitable aircraft was available to teach students the art of finding their way in the air at speeds of over 600 mph.

Meteor NF 14(T)s were used for this work but now the RAF has introduced the Hawker Siddeley Dominie into service and at last the navigators have an aircraft which is ideally suited for their task. I saw these new aircraft and heard more about the work of training RAF navigators when I visited RAF Stradishall recently—the main school of navigation training.

No 1 ANS is the school to which students navigators go after they have completed their 16 weeks initial training at South Cerney and their 32 week basic navigation course at Gaydon. It is here that they gain their wings before going to an operational conversion unit and a squadron of either Fighter, Bomber, Coastal or Transport Commands. The students are streamed into either 'high/fast' or 'low/slow' categories; that is they train for service in 'V' bombers or fighters on the one hand or Coastal or Transport Command on the other. The former fly the Dominie and the latter continue their basic flying experience with further hours on the Varsity. Both of these advanced stages, which include 75 hours flying, last for 16 weeks.

The students selected to fly in the Dominie are given increased responsibility and a series of progressively more complex sorties to complete. One of these is an overseas flight to Gibraltar or Malta with all the additional problems of working on airways, complex navigation systems and turn-rounds at foreign airfields. Leading up to this the cadets fly three hour sorties over the British Isles including both day and night trips.

PURPOSE BUILT TRAINER

The Dominie is said to be the first purpose built pure jet navigation trainer for the RAF of this type and, although it has obviously been adapted from the executive transport known as the Hawker Siddeley 125, it is an excellent aircraft for the job. The aircraft itself is powered by two rear-mounted Bristol Siddeley Viper 520 engines of 3,000 lb thrust each. The fuselage is built in three sections: the nose section which is unpressurised, and contains cloud warning radar; a pressurised section including the pilot's cockpit and rear crew compartment; and a rear section, unpressurised, including the engine pods, tail unit and rear equipment bay. The wing is a one-piece assembly consisting of the basic wings, centre-section, leading edges, ailerons, flaps and air-brakes. The wing structure is sealed with synthetic rubber to form an integral fuel tank. The aircraft is fitted with a nose-wheel undercarriage, hydraulically operated, and incorporates nose-wheel steering.

The Dominie provides seating for two pilots (although it is usually flown with only one), two student navigators seated side by side and facing aft, a 'screen' navigator whose duty it is to watch over the students who are putting into practice what they learned on the ground, and a supernumerary crew member, or a groundcrew member for servicing on overseas flights.

The student's console of navigation instruments, which is mounted on the rear bulkhead, is very complex but at the same time neat and compact. There is plenty of working surface area for charts and ample stowage for navigation instruments, charts and flight manuals. In fact, I thought that most students when they eventually reached squadrons would find the conditions very much more cramped than on the Dominie.

Full provision is made for a periscopic sextant with complete freedom of access 360 degrees in azimuth. The students have a complete range of radio and navigation aids on which to draw

information for their flight. This includes, apart from VHF and UHF radio, a Decca navigator, gyro-magnetic compass, instrument landing system, automatic direction finder, weather radar, doppler, ground position indicator and VOR (VHF Omni-range). The first thing one sees on entering the aircraft is a large panel given over entirely to the 'black boxes' that work these instruments. This position provides easy access to the instruments and leaves the rest of the cabin free from clutter.

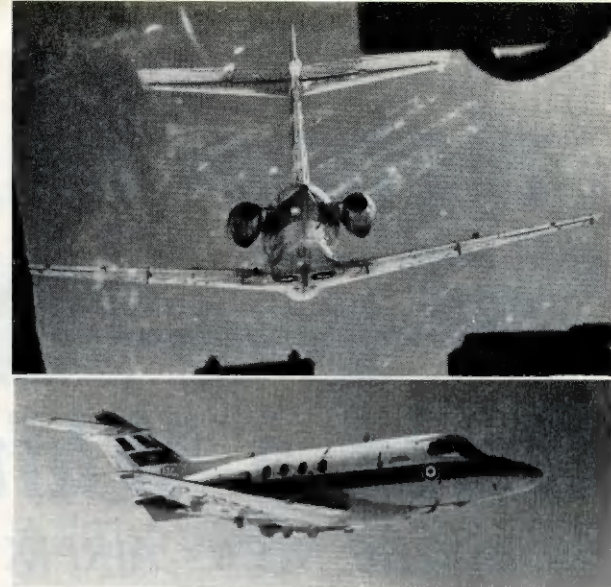
FLYING THE DOMINIE

I was told that the introduction of the Dominie into service has been very easy. There have been no outstanding difficulties and the aircrew are delighted with their new mount. So far an average utilisation of 56 hours per month has been achieved and it is hoped that this will increase in the near future. All six of the aircraft used to show the press how the aircraft works and to give demonstration rides at Stradishall remained serviceable, although they were flown continuously throughout the day on short up and down sorties. The turn-round was similar to that achieved in normal operation, no sooner had one party landed than another took its place. This, I thought, was ideal economy of operation and was an excellent testimonial to the aircraft and its manufacturers.

The Dominie is delightful to fly. From a standing start on the end of Stradishall's runway we had broken cloud and left 20,000 feet in about five minutes. The aircraft simply rocketed to its operational height and had all the characteristics of a fighter. I was told however, that the aircraft is similar to fly to some of the larger transport jets which have the same type of cockpit layout. Proof of this is provided by at least one airline that has ordered the civil version of the Dominie for crew training.

The Dominie differs from the civil version by having a number of changes made to its external shape. These include an extended centre section leading edge to house the Decca-Doppler aeriels and an additional small fin under the tail. More than 100 HS 125s have been sold so far including 63 that have gone to customers in the United States and Canada. The RAF have 20 on order. Ten of these will serve at RAF Stradishall, eight will go to the College of Air Warfare at RAF Manby, Yorkshire, for use by specialists evaluating or practising new or unusual navigation techniques and two will go into reserve.

The colour scheme of the RAF Dominies is delightful and gets away from the standard silver and yellow of training aircraft. As will be seen from my photographs the upper-surfaces



Top: An unusual view of the Dominie taken by Alan Hall from the cockpit of another aircraft. **Above:** Another view of XS730, one of Stradishall's Dominies.

are white and wings, lower fuselage and under-surfaces, light grey. A broad red band runs the complete length of the fuselage. Serials and codes are in black.

Stradishall's full complement of aircraft, now that the Dominie has taken the place of the Meteor, will be 11 Varsitys and 10 Dominies. There are always four courses running at the same time, and apart from training student navigators from the basic training school, refresher courses are given to trained navigators who have spent a tour 'flying a desk'. In addition to this two courses of navigator students from the RAF College at Cranwell are trained every year.

The standards are very high but even so Stradishall turned out 296 navigators during 1965, including 157 on the advanced course. The success rate for these was 98.1 per cent and only three students were suspended during the course. Speaking to some of the students I discovered that this high success rate is due to an efficient system of weeding out the unworthy at both the initial and basic training stages. By the time the student reaches Stradishall he has a very good chance of making the grade.



The HS 125 is proving extremely successful as an executive aircraft. This one owned by BSR Ltd, makers of record playing equipment, makes an interesting contrast to the RAF version.

Military modelling

by C. O. ELLIS



A side view of a White Scout Car showing its appearance with the canvas tilt fitted. In model form, the tilt supplied in the kit can be fitted after sawing off the end and reducing the sides slightly.

Make a White Scout Car

FROM THE NEW AIRFIX M-3A1 HALF-TRACK KIT

WITH the very welcomed introduction of a half-track M3A1 to the Airfix military range, the way is open to modellers to indulge in a veritable orgy of conversions on the basic chassis giving a large range of vehicles suitable for transport, artillery, command, and recovery roles, to mention but a few. We hope to work through some different variations over the next couple of months, but I am going to start with a more drastic conversion first in answer to several requests. This is the White Scout Car, an earlier design than the half-track and, in fact, its progenitor.

FAMILY RESEMBLANCE

The family resemblance gives the clue. The White Scout Car was produced for the US Army in 1941 to provide a recce vehicle and weapons carrier for infantry battalions. It was based on a commercial chassis, had four-wheel drive, and was fitted with an open armoured body. At first sight, it looks like the M3 half-track with a wheeled axle at the rear in place of the tracks. However, there is more to the model than that, the principal modification being a reduction in overall length and modification to the sides.

Since a rear axle and pair of wheels are required, you have to cannibalise a second M3 kit for every Scout Car

you make. This is the only way of getting matching wheels unless you are lucky enough to have a pair of suitable size and pattern in your scrap box. I did not think twice about looting a second kit, as many of the parts in it can be used for other conversions. The jerricans and Browning are always useful, the trailer can be employed elsewhere and, in the last resort, you can at least use the spare body as a wreck.

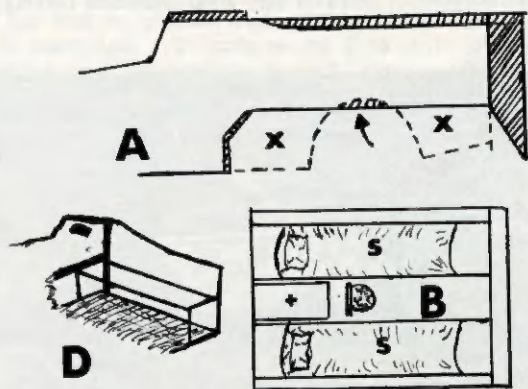
The main alterations are given in side view A. The rear end of each side must be cut off, as shown, and the chassis side members must be similarly shortened by the same amount. Now we come to the most tricky part of the work—cutting away the tops edges of the body sides to give the very distinctive curved line. This requires great care as the cut must be smooth and neat. I tackled it by etching a fine line on each side with a pin. This was done free hand, as accurately as possible. Then, with a brand new blade in a craft-knife—it *must* be new—I carefully shaved away the plastic, a short distance at a time until the etched line was reached. From this stage I employed a needle file and sandpaper to make a smooth accurately shaped edged, referring constantly to the drawing.

FITTING A TILT

As with many of these small scale military conversions, however, this stage can be side-stepped by a beginner or anyone not too handy with a knife. The trick is, quite simply, to finish off the model with the tilt cemented permanently in place. This then conceals the edge of each side completely and obviates the need for re-shaping. The tilt must be shortened to correspond with the shortened sides, and this is done by sawing off the rear few millimetres.

To complete the body modification, the rudimentary mudguards and the frame on top of each door are removed. The hull is then ready for assembly, which is commenced by cementing the sides and bonnet to the chassis. The dashboard, wheel, and cab floor are all fitted in the order given in the instruction sheet but, before placing the rear cabin bulkhead in position, reduce its height by sawing off the upper half exactly across the tops of the moulded seat squabs.

Up to this stage, the wheels and transmission should be kept on one side while the second pair of wheels is taken from the other kit. Fit the front wheels in accordance with



Templates and sketch to show White Scout Car modifications and fitting. A—Side view, full-size. Remove shaded parts, file out wheel arch, and add lower side pieces. B—Ambulance interior, full-size, showing stretchers (S), medical locker and seat. D—Inside view to show girders fitted to take stretchers. Not to scale.

the instructions and turn your attention to the chassis rear end where a transverse girder can be seen supporting the moulded shock absorbers. This is used as the support for the rear axle in the Scout Car conversion and must have a slot filed in its underside to take an axle. How deep the slot is filed will depend entirely on what you use as the rear axle. You could take the front axle from the second M3 kit and file down the transmission bump on one side; or you could use stretched sprue; or you could do as I did and cut down the exhaust pipe (part 1) to length, straighten it, and locate in position. Whatever is employed here will have a different diameter, hence the different slot depth. The 'trial and error' method is used to find the correct setting for the axle—just file into the girder and sit the model on the axle. When it sits horizontal to the ground with no slope fore-and-aft, you have the correct depth of slot.

Before finally cementing the wheels to the axle, file small arches into the hull bottom, again using a needle file. The shape is shown in drawing A and can be achieved quite easily by using a needle file—but don't rush it, as it is easy to remove too much plastic and end up with an overlarge arch. The hull sides are completed by cementing the small extensions (marked X in the drawing) flush with the upper sides. The shape is easily traced on to card or plastic sheet from the drawing. It is, of course, necessary to trim these as required to clear the rear wheels neatly.

MODEL COMPLETED

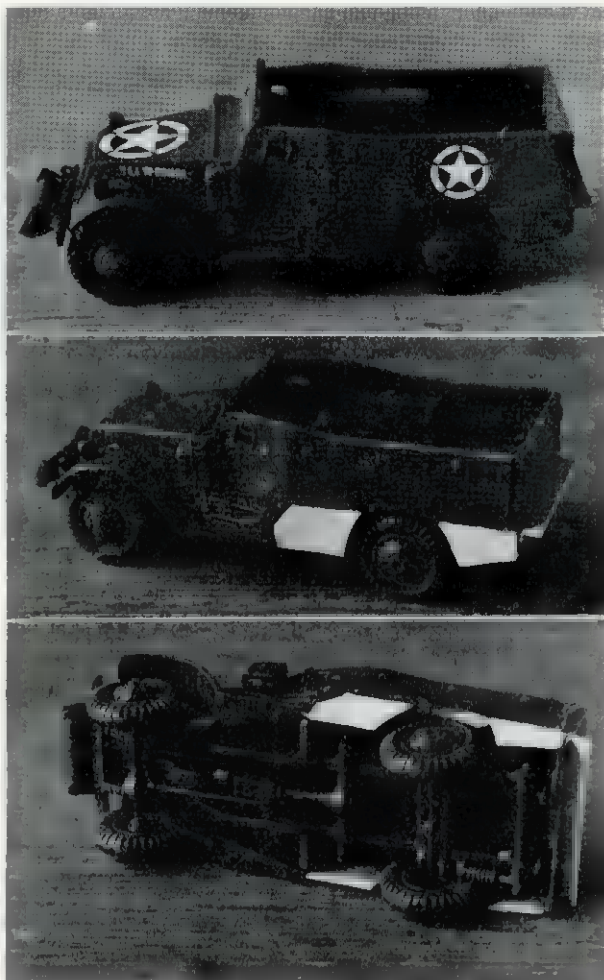
The model is completed by the addition of a hull back plate, obtained by cutting down the part (22) supplied in the kit. It is trimmed from the bottom to match the full depth of the sides, and must have all the door and hinge detail sanded away before fitting. A small ledge was carried across the back at hull floor level and served as a step and a support for jerricans, camouflage net, haversacks, and spare wheel when this was not carried internally. On the model a 2 mm wide strip of card serves as this fitting.

With the model completed, you have a vehicle even more ubiquitous than the M3 half-track, for the White Scout Car found itself used by almost every arm of most Allied armies. While it was employed as an APC, armoured units also used the standard vehicle as an ambulance, munition carrier, command car, and liaison truck. Among other users were artillery and signals units where it became an OP or wireless truck.

FREE FRENCH FINISH

An interesting finish for an APC would be a vehicle of a Free French motorised infantry battalion in Italy, spring 1944. It was olive drab overall and carried the number 2155F above a painted French tricolour on each side just aft of the door. A plain white star was painted on the bonnet. The Browning .5 cal gun was mounted on a bracket on the top centre of the front screen. A typical command vehicle was F35453, in Britain in 1943. It carried the number on the bonnet sides and the rear, beneath the ledge. Above the ledge was the wording CAUTION LEFT HAND DRIVE, while a panda's head formation sign was painted on the extreme right above a red square with 154 superimposed. This was repeated on the right front mudguard. On each side was a 7 in a yellow square; overall colour was olive drab.

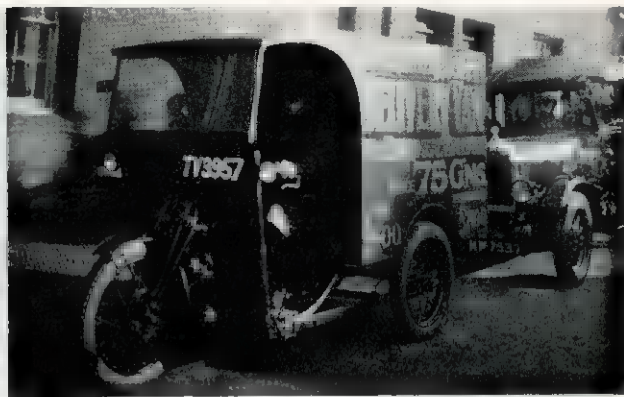
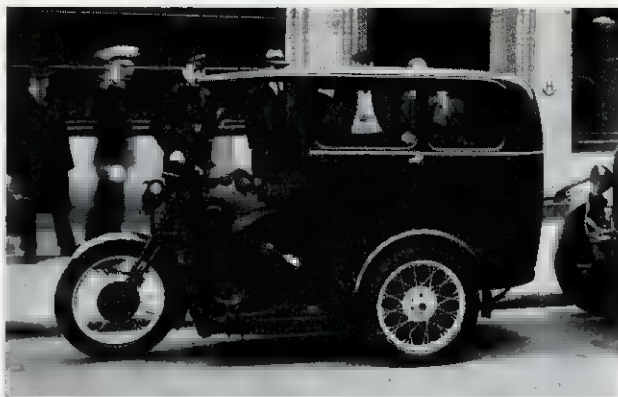
June, 1966



Above, top to bottom: A view of the completed model with transfers applied and painting completed. Note that the joins of the lower side pieces are nearly invisible after painting. Cut away in top edge can also be seen. Small fittings are the same as those of the half-track. The model complete but unpainted to show modifications. Underside view showing rear axle fitted in place and shortened chassis. The original drive can be left unaltered, since it is not normally visible. Purists will want to remove the old axle, however, and fit correct transmission.

For anyone who may wish to finish a model as an armoured ambulance, I have given details of internal fittings in drawings B and D. There were two stretchers, a medical locker, and a rear-facing seat for an attendant or sitting casualty. The stretchers were placed on steel girder supports mounted about 18 inches above the floor. One of the options provided for in the M3 kit is also an armoured ambulance, and this vehicle had an internal arrangement similar to B. Main difference was that it has a double bank of stretchers, one above the other.

The point about the armoured ambulance was that it could, of course, be used in conditions that would stop the conventional ambulance from being used. Being protected and to some extent immune from small arms fire, it was used right up with the leading forces.



Cycle vans were produced in a number of different body styles and Raleigh even produced a taxi version (left). These two prototype views, dating from the early 'thirties, should give plenty of ideas to modellers. (Pictures courtesy Raleigh Industries Ltd).

Building a Cycle Van

A MODEL MADE FROM 'TON-UP TONY' PARTS

THE idea for this model came from a near-accident—however improbable that may sound! A very ancient and dilapidated motor cycle van executed a sharp right turn across my wing the day after the Airfix 'Ton-up Tony' arrived, and I suddenly realised the possibility of using the Ariel Arrow kit (without Tony, of course) as a basis for the model. This solved the problem of modelling 'the works' convincingly and the van part would be simple enough.

Fastidious modellers will doubtless object to a 1960 Ariel Arrow Super Sports masquerading in this antiquated disguise; I may be wrong, but I do not remember any post-war vans of this kind being produced. Probably the greatest anachronism is the front fork unit, so if you are really fussy you can make simple old-fashioned ones from plastic sheet.

In their heyday, these vans enjoyed a brief popularity with small, one man businesses, either as delivery vehicles

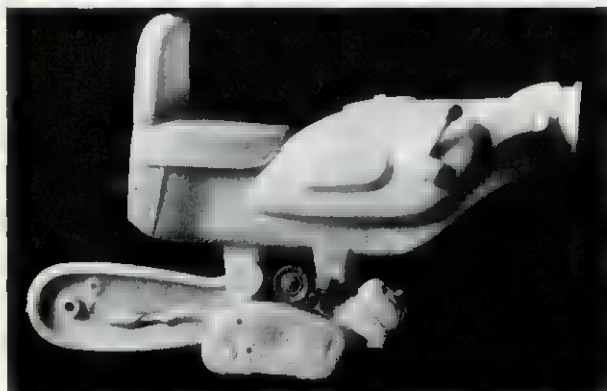
Plastic Modelling by Mike Bryant

or as carriers for tools and equipment for such people as jobbing carpenters, plumbers, sweeps and so on. I have no plans of the prototype, but have tracked down photographs. My model was made from these and from a rather battered photograph of a Meccano model built about 1936, but it looks reasonably accurate.

You need two Airfix Arrow kits, of course, because of the third wheel; the most economical course would be to buy three kits and make both a static model and a motorised one. The body of the van is made from 0.03 inch plastic sheet, a small amount of Structo T, L, and round section strip, with a small piece of perspex for the windscreen. Any modeller who uses any of the ideas I put forward for models has one great advantage over me. When I am making a model like this, it is very much a trial and error process and I always have to leave painting until the model is complete. With this van I strongly recommend the 'paint as you go' principle; I am now faced with the problem of painting after complete assembly, and the prospect is daunting in the extreme—so be warned! The photographs were taken before final, delicate details were added, because the model had to be sent through the post to be photographed and it is surprising how effectively the postal authorities remove such items!

The first part of the assembly is almost pure Airfix so I will not repeat the instructions in detail for parts 1 to 36 (stage 1 and stage 2 in the leaflet in the kit), but will only mention when assembly for the van diverges. I started by making up one front and two rear wheels and assembled them on their brake drums. I found this a finicky process needing a good deal of time and care before I got the wheels to rotate freely.

All traces of flash were removed from the wheels and the brake drums, but it was still necessary to ream the wheels carefully until they revolved in their drums without



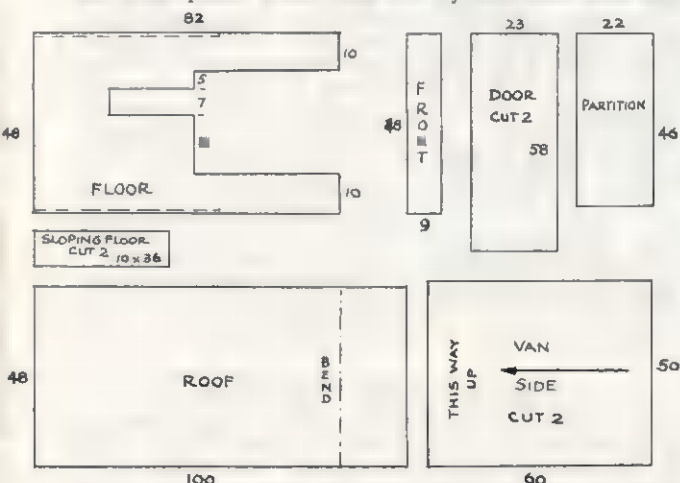
Close view of the cycle section shows details.

stiffness. The rear wheel was not, of course, mounted on the rear axle in the kit, but otherwise the main body, engine, gearbox and chain case are made up as detailed in the instructions. However, before cementing the gearbox and engine to the body, I cut vertically down behind the ridge in the dual seat and I also cut off the forward part of the rear mudguard. The rear fork of part 10 was also cut short and cranked downwards slightly so that it came below floor level. The rear part of the cut off seat was cemented upright to form a seat back. One of the photographs shows the assembly at this stage.

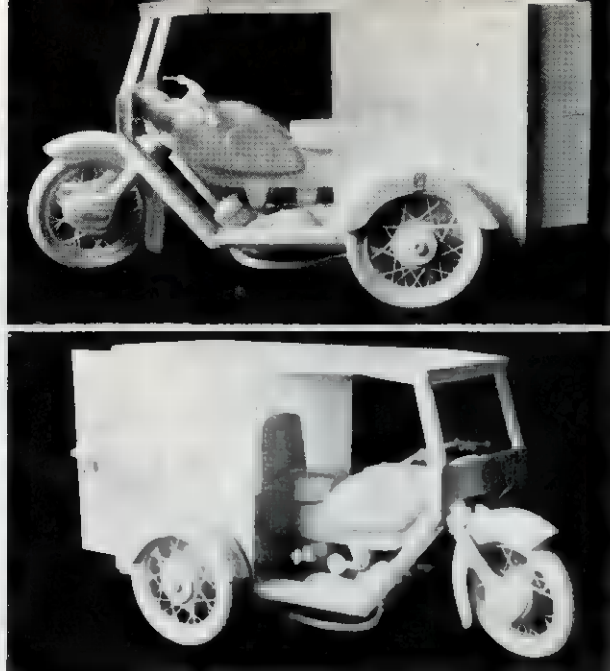
The front wheel unit was made up *à la* Airfix. I did improve the front pivot which was sloppy in the extreme. I bushed the pivot hole with a short length of Biro refill tube which made the steering much more workmanlike. At this stage I did not cement the handlebars in place as the steering head is very delicate and it is better to add them when construction of the van is complete. Nor did I cement the headlamp glass in the lamp; I will refer to this later. I also drilled out the axle hole in the chain case to take a length of round Structo rod.

This was built on a floor cut from 0.03 inch plastic sheet, shaped as in the dimensioned drawing. It was stiffened by lengths of T-section Structo strip running down the underside of each edge. These stiffeners were notched to clear the rear axle of Structo rod which was glued across the floor, passing through the hole in the chain guard. This means you have the "works" and the floor rather tenuously joined, and I cut and fitted the partition behind the driving seat as quickly as possible. Then I cut and cemented the sides on top of the floor, followed by the roof which fits on top of the sides. The characteristic downward slope of the roof at the front was achieved by scoring the underside, but I took care not to do this too heavily because the finished strength of the van relies on the roof being in one piece.

The model was still in rather a floppy state, so I pressed on to complete the front end. Instead of the headlamp lens I glued on a spare brake drum (part 15) to which was cemented the front panel. I checked very carefully that this was parallel to the ground before the glue set. Two sloping strips of 0.03 inch sheet joined the footboard extensions to the front panel. These were cut by trial and error and



Above: All these parts are required for the cycle van body, cut from 0.03 inch plastic sheet. Dimensions given in millimetres.



Two aspects of the finished model before painting. Note the opening rear doors.

were, like the floor, strengthened by lengths of T-section Structo. The windscreen pillars were cut from L-section Structo and extended down to the sloping floor. The underside of the roof forward of the van body was also stiffened with L-section, whilst another length of the same material formed the top rail of the windscreen. The main shell was now finished and was remarkably strong; this was undoubtedly due to the Structo materials used. The chain case inside the van body I enclosed in a small rectangular box of plastic sheet.

The last job before detailing was to fit the rear doors. These could have been dummy or I could have used an up-and-over type as in the bread van last month. In fact, I chose to have the more conventional hinge type. The doors were pivoted on lengths of round Structo rod, journalled in holes drilled in small pieces of plastic sheet cemented inside the floor and the roof. Door stops were also added to stop the doors pushing inwards too far. The spare horn was turned into a simple working door catch. The exhausts were lengthened to reach the back of the van by adding bits of sprue and the rear wheels were cemented to the axle. The front axle unit was put into place and I found the whole model slightly down by the bows. A washer on the steering head brought everything back on an even keel and the handlebars were glued in place.

As I had a spare broken Ariel Arrow in the bits box, I could use the kit mudguards for rear splashers—if you have none spare they can be made from sheet plastic. If you use the Airfix ones at the back a small section has to be cut from the rear, lipped, end to even them up, and the slots and holes have to be filled with body putty.

This represented the main construction. I believe the original vans had a single headlight, so you would be correct in adding the headlamp lens to the front panel ahead of the lamp housing. Two sidelights go at the extremities of the front panel. I also believe that the foot and handbrakes were on the footboards rather than on the bike itself, and that the gear lever was on the petrol tank.

READERS who have never converted standard kits, but who have read my series of articles, will no doubt have seen reference to stretching plastic stem to form very thin sections from which all sorts of useful items are made. There is, however, a little more to this stretching of plastic than meets the eye and the beginner will often have great difficulty in mastering the art. I did when I first started, so a few tips on this subject are worthy of inclusion.

Polystyrene plastic is very vulnerable to heat, as the modeller who left his creation near to the electric fire for the paint to dry, found out! The result was a crumpled mass of drooping wings, squashed fuselage and limp undercarriages. Heat will bend and distort this material considerably—even strong sunlight can do it, so beware!

The ability to influence the shape of plastic can, however, have very useful applications to the art of kit conversion once it is mastered, and to do this one needs a fairly controlled yet concentrated source of heat. I use a candle for



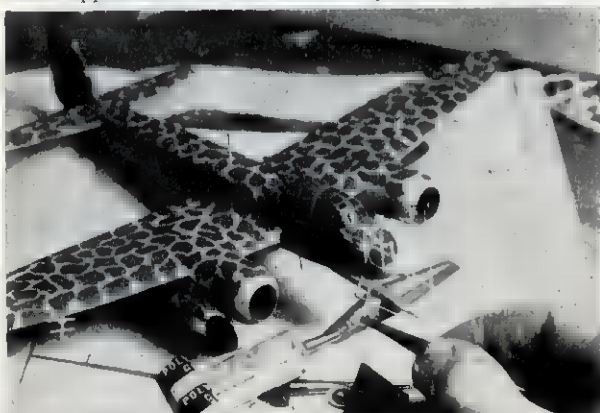
Above: Stretching a sprue over a candle flame in the manner described in this article. A little practice is desirable to begin with, but the knack is soon picked up.

BEGINNERS PLEASE

ALAN W. HALL DESCRIBES HIS MODEL AIRCRAFT CONVERSION TECHNIQUES

this purpose but you may develop your own means as experience grows. As can be seen in the photograph, the plastic stem is held in the candle flame and when near to molten state, removed. This is where the secret comes in. It is important to allow the plastic to solidify again just slightly before pulling each end of the stem outwards to form the thin section needed. Don't try to do it immediately after taking the stem away from the heat. The plastic will simply break if you do.

Stretched plastic can be used for many purposes from pitot heads to rigging. The most use I find for it however, is in the production of radar or radio aerials where very thin cross sections are needed, which will at the same time bond easily together with a touch of cement. Whilst we are on this subject it is also advisable to use liquid cement rather than the tube variety for sticking these tiny pieces of plastic together. The joint is just as sound but it alleviates the possibility of a large blob of glue ruining the otherwise clean appearance of the finished product.



Above: Stretched sprue comes in very useful for numerous jobs. It is exceptionally rigid as compared with wire, and is perfect for aerials and pitot tubes when stretched fine enough.

FINISHING CANOPIES

I DEALT with the subject of actually producing 'one off' canopies last month and from that there have been a number of queries about the finishing methods I use.

Depending on the job, I use one of two methods. Firstly there is the simple paint application which can be done with a fine brush and carefully thinned paint. A steady hand is needed and I have found that it is sometimes better to paint a canopy before fixing to the model rather than afterwards. Experience will again tell which method is the best. The reason why I choose to do the task separately is because one cannot always get one's hand in the correct steady position before painting when the canopy is fixed. Painting separately does allow one to hold the canopy by hand, or with tweezers, in such a manner so that the painting hand is steadily on the table. The better position one can achieve, the better the finished job.

The second method used to finish canopies is the Sellotape method. Here a piece of Sellotape is stuck to a sheet of glass and the required colour painted over it. When dry, thin strips can be cut off and stuck directly on the canopy after this has been fixed to the model. Take the tape right over the canopy leaving a substantial amount at each side and then trim the surplus off with a very sharp knife.

In certain circumstances Sellotape of the right colour can be acquired so that painting becomes unnecessary. I am referring particularly to silver where there is an admirable stock available in most stationers. The method of application is similar to that described above.

TOOLS FOR THE JOB

IN these articles, I have described several of the methods I use for converting plastic aircraft kits. I have also mentioned a number of tools used but, as every model maker knows, the more you have in this direction—the more you want.

Aircraft model making can be done on the kitchen table; I've produced models in hotel bedrooms, while at sea and in all sorts of odd places once I've finished my normal job and found time on my hands. It can be a great relaxation from one's normal occupation, but here again it can turn into a fetish once you are in its grip.

Naturally one wants to produce better models as experience grows and to do this a better workshop is needed and more tools to equip this will be the next step. I am therefore completing my summary of methods by suggesting that modellers purchase equipment which will add to the delight of the hobby and at the same time improve standards.

Two things have improved my own work—power tools and paint spraying. The use of the first is fairly obvious. A drill and sander are very important. Hollowing out cockpits can easily be done with power drills, while sanding down a wing shape or a fuselage made from balsa can be more accurate.



Above: Among the many necessities for successful conversion work are a good craft knife, body putty, razor saw (such as the X-acto type), fine glass and flour paper, needle files and drills, all the bits and pieces you can get hold of, a steady hand and patience! For painting, it is worth spending a few shillings on top quality brushes of both the chisel edge and pointed variety. Keep them clean and straight. The tin lids are used for mixing colours while the Sellotape comes in handy for masking.

OWING to pressure of space in this issue due to extra practical articles and illustrations, it has been necessary to hold over book reviews and some new kit reviews until next month.



Above: Sellotape makes a quick and effective form of cockpit framing. Here it is being cut into strips of the necessary width for application to the York model in the background.

REVELL WORLD-WIDE MODELLING CONTEST

REVELL International have announced their biggest ever competition for aircraft modellers, with fortnight holidays in the USA for two people as the top prize. These will go to the three winning entrants submitting the best models made from aircraft kits in the Revell 2s and 2s 11d 1:72 scale range. Among many prizes for runners-up will be 120 Revell racing outfits, 240 record albums, and 500 Revell kits.

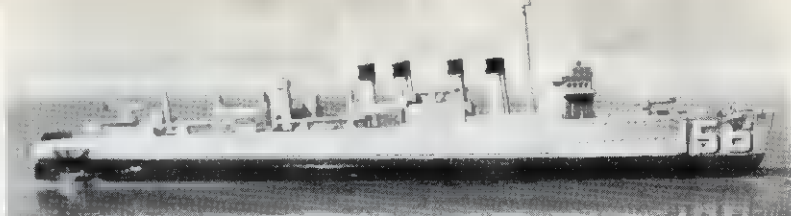
The contest runs from May 1 this year until July 31, and all that entrants have to do is to make up the kit and send it in a well-padded carton to: Revell World-Wide Modelling Contest, Venice, California 90292, USA. With the model must go the special entry form available from Revell stockists. Closing date for the receipt of models in the USA is August 1, 1966.

Concurrent with the modelling contest is a window display competition for dealers, with cash prizes for the best. In addition, the dealer supplying the winning model will also get a free holiday in America. Further details are available from your hobby shop.

VISITS TO LONDON TRANSPORT

FOR the first time, London Transport are to give the public a chance to visit them 'behind the scenes' this summer. Applicants can choose from a trip on the new automatic Central Line trains, a skid pan demonstration by a bus at Chiswick Works during a tour, a visit to Lots Road generating station, a look round the Railway Training Centre at White City, and lastly a visit to London Transport's Food Production Centre at Croydon.

Some schools, colleges, local authorities, and youth employment committees in Greater London are being sent details, but individuals can apply direct to the Public Relations Officer, LTB, 55 Broadway, London, SW1. Minimum age allowed is 15 and numbers are limited. Dates are as follows: Railway Training Centre (White City)—14/6, 5/7, 2/8, 23/8. Automatic Train (Woodford)—18/6, 16/7, 13/8, 10/9. Lots Road (Chelsea)—15/6, 13/7, 10/8, 7/9. Chiswick Works—16/6, 30/6, 14/7, 4/8, 18/8, 1/9. Food Production Centre—15/6, 29/6, 13/7, 27/7, 10/8, 24/8.



Two conversions from the many possibilities with the Airfix Campbelltown kit. **Top:** USS J. Fred Talbott is a simple renumbering job. **Above:** HMS Leeds, pennant number G27 (just visible under bridge), makes a contrast with many alterations and dark grey/light grey camouflage. The model is described on this page.

FOUR STACKERS

IAN WHITEHEAD DESCRIBES SOME AIRFIX HMS 'CAMBELTOWN' KIT CONVERSIONS

THE Airfix HMS Campbelltown kit is one of the most versatile in the warship range, and can be completed to make vessels of five navies in six different categories. Due to the large number of flush-deck destroyers built between 1916 and 1920 (approximately 270), a correspondingly large number of auxiliary duties in the US Navy were found for these fast ships as they reached the end of their useful careers. By the outbreak of war in 1939 some hundred of them had been scrapped, but in 1937 others had been converted to seaplane tenders and light minelayers.

The exigencies of the war delayed the departure of the remainder to the scrapyard and, late in 1940, 50 were transferred to the Royal Navy in exchange for base rights in Bermuda, when the need for escorts in the Atlantic was at its most urgent. Later, some of these 50 served in the Royal Canadian and Royal Norwegian Navies and, in 1944, nine were turned over to the Russian Navy. Meanwhile the remaining American units were serving as destroyers, fleet minesweepers (1940) and also high speed transports in support of amphibious landings.

The model made up from the basic kit represents a typical unit at the time

Right: USS Overton, a fast troop transport, made from the Airfix kit. A drawing showing this vessel appears opposite.

of transfer to the Royal Navy. Figure 1 shows the USS J. Fred Talbott (DD156) or USS Buchanan (DD131) which was renamed HMS Campbelltown (142). The kit is built as supplied, and the appropriate pennant number added to the bows, approximately 4 mm high, and the stern approximately 2 mm high. American pre-war pennant numbers were of a distinctive pattern being white, with a black shadow effect. If the appropriate transfers cannot be found, a fair job can be made by applying black numerals, allowing them to dry and varnishing, then apply the white numerals, just offsetting these. If you have no suitable waterslide transfers, I suggest you try Blick lettering.

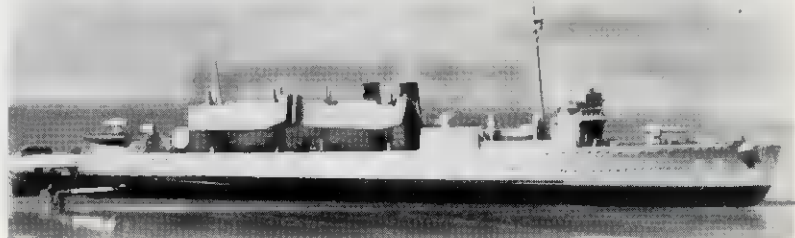
On transfer to the Royal Navy, most vessels underwent a number of standard modifications. Thus, the after three funnels were reduced in height (2½ mm on the model), the two forward banks of torpedo tubes were

removed, and the aft 4 inch gun was replaced by the 3 inch AA gun from the quarterdeck. On other units in addition to this, the beam 4 inch guns were replaced by 20 mm AA guns, a further set of torpedo tubes were removed and a Hedgehog anti-submarine mortar was fitted abaft the forecandle 4 inch gun.

There were exceptions, but generally the armament of these ships conformed to one or other of these patterns. The first group could be represented by HMS Campbelltown (142), HMCS Caldwell (120), Russian Zhguchi (ex-RCN Leamington, G19), and the second by HMCS Montgomery (G95), Norwegian Mansfield (G76), Russian Derzki (ex-RCN Chelsea, 135). These are illustrated in Figures 2/3. All additions can be made from scrap plastic. The launch is moved to a position between the fourth funnel and the searchlight platform. An additional director was provided in Montgomery, as well as the Hedgehog and its platform forward of the bridge. The additional Carley rafts are made from ball point refills cut up with a craft knife and painted. Or they can come from other kits.

Two interesting variants were HMS Leeds (G27) and HMS Ludlow (G57). These were the only three funnelled ships in the group, the aft funnel having been removed in each vessel. Leeds retained her fore and aft 4 inch guns, Ludlow her beam 4 inch guns, the other two being removed in each ship. The torpedo tubes were also removed from each ship, and an additional platform was fitted in their place to house an anti-aircraft gun on the quarterdeck. Also the searchlight platform was reduced in height (from 8 mm to 5 mm on the model). In Ludlow the searchlight platform was aft on the deckhouse, while both small platforms contained anti-aircraft weapons. The deckhouse aft, in each case, is covered with plastic card and the odd components are made from scrap.

In Ludlow the screens on the deck



moulding at the waist between the bridge and the second funnel are removed, and additional boats slung on davits abeam of the fore funnel. A small AA gun is mounted on a plastic card platform forward of the bridge. The main-mast in these two units is brought forward. The two aft funnels in *Leeds* are reduced in

height, whilst those of *Ludlow* are not.

At least three ships were equipped as long range escorts, the two forward boiler rooms and funnels being removed. The waist was decked in—plastic card can be used here—and the bridge was modified as shown in the sketch. The typical overhang on

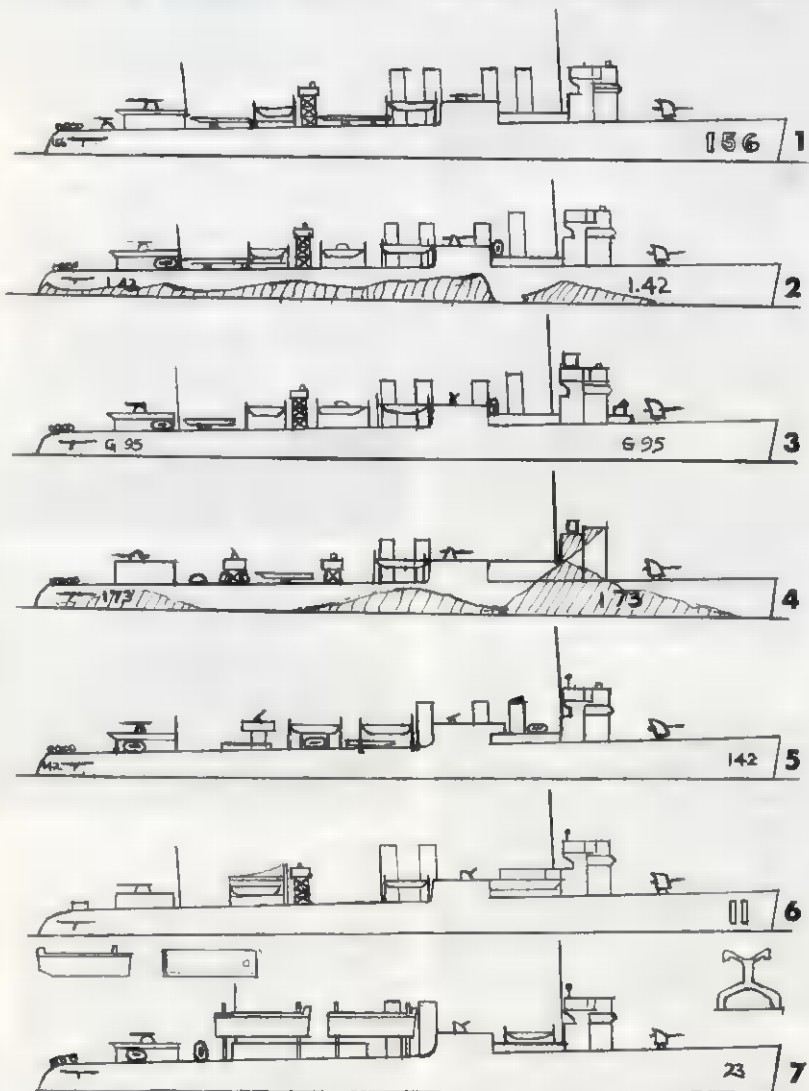
the bridge structure is filed away and a director fitted. The aft deckhouse is built up and the aft torpedo tubes replaced with a Hedgehog manufactured from scrap. An additional 'bandstand' containing an AA gun is also fitted, and AA guns replace the beam and aft 4 inch guns. HMS *Stanley* (173) is sketched in Figure 4. The 'bandstands' can be made from the circular part of the Airfix standard railway coupling, with the hook and shank removed.

Returning to the ships of the US Navy, Figure 5 depicts USS *Tarbell* (DD142), and USS *Hogan* (DMS6), a ship of very similar appearance, as they were in 1940, as a destroyer, and a fleet minesweeper respectively. The former has retained its aft 4 inch gun, and both ships have AA guns substituted for the beam 4 inch. The minesweeper has had its torpedo tubes and depth charges removed and davits and paravanes substituted. The searchlight platform has been cut down and an additional shield added at the waist. This is modelled with plastic sheet. The rear funnel is removed, the two forward of this were cut down and the fore funnel had a clinker screen. The forward torpedo tubes remain in the destroyer, as do the depth charges.

Figure 6 depicts USS *Thornton* (ADV11)—Seaplane Tender—a pre-war conversion. The two fore funnels are removed and the waist decked in with plastic card. An additional deckhouse is made from scrap and AA guns substituted for the beam 4 inch guns. The torpedo tubes are omitted, as is the 3 inch AA gun. Immediately abaft the searchlight platform are two heavy derricks with two boats stowed beneath them.

The last conversion (Figure 7) is to a fast transport, and USS *Overton* (APD23) is depicted. The two fore funnels are removed and a pair of boats fitted at the waist. The beam 4 inch guns are replaced by AA guns and the silhouette is considerably altered by the addition of four LCVPs slung on davits as shown. The patterns are given for these, the LCVPs are made from scrap, and the davits from plastic card.

The deckhouse aft on the LCVP is optional, as these craft appeared both with and without the cox's shelter. The small American pennant numbers are white without the black blocking and are approximately 2 mm high. This was the wartime configuration.



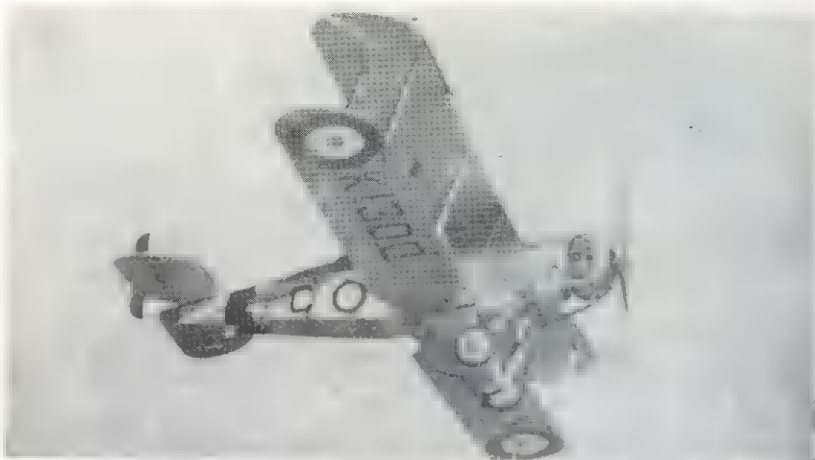
Above, top to bottom: Sketches showing the conversions mentioned in the text. (1) USS *J. Fred Talbott*, showing the standard appearance as built. This is simply the Airfix kit with new pennant numbers. USS *Buchanan* was the same but should be numbered 131. (2) HMS *Campbelltown* (ex-Buchanan) after Royal Navy alterations. Camouflage, same each side, is thought to be blue or dark grey. (3) HMCS *Montgomery* with similar modifications, plus Hedgehog ATW. Also type 275 radar 'lantern' on bridge. This was cylindrical. (4) HMS *Stanley* as a long range escort. Note modified bridge, aft deckhouse, and decked in waist. (5) USS *Tarbell* with aft funnel removed, cowed fore funnel, and extra rafts. *Hogan* similar but with davits and sweep gear right aft instead of depth charges. (6) USS *Thornton* as seaplane tender. (7) USS *Overton* as fast transport. Inset views show full-width davits and LCVP. Drawings approximately two-thirds full-size. Use funnel width as basis for measurements.

photoPAGE

'Photopage' has now become a regular feature, and further pictures will be published available. We would be pleased to consider any contributions from readers, particularly of squadron aircraft or interesting colour schemes, and a free Airfix kit will be awarded for each picture used. Would intending contributors please note, however, that photographs submitted should be private copyright.

Owing to space limitations, it may be necessary to hold pictures for a few months before publication. To ensure safe return, please write your name and address on the back of each print. We cannot use press cuttings.

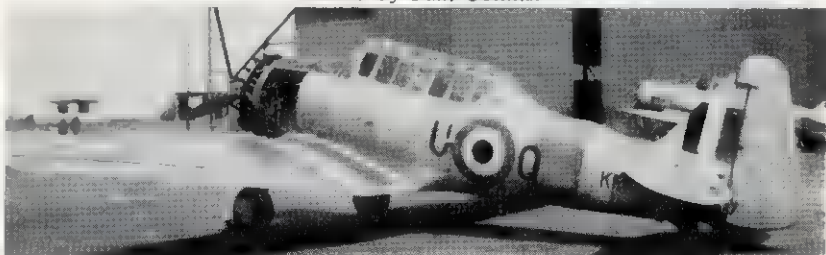
Captions: M. J. F. BOWYER



First three pictures on this page come from Alan Morgan and are among the most interesting yet. **Top:** K1300 is a Wapiti II, possibly of 60 Sqn. **Above:** A flight of Ripons, probably Mk IIs of a training school.



Above: Last month it was a Hellcat, this month a Fulmar aboard HMS Victorious, plunging over the side. Of interest are the old 'negative' and 'affirmative' flags (right) used to signal landing permission. **Below:** Harvard KF139-U:Q of 22 FTS, Syerston, in July 1952; silver with yellow 'T' bands. Picture by Paul Collins.

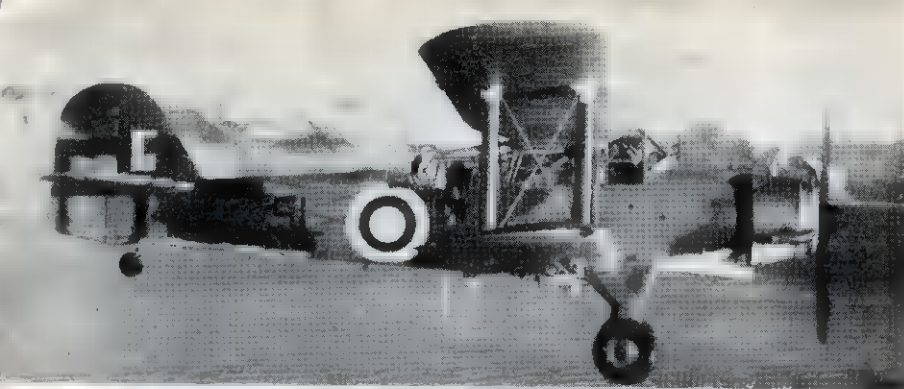


Top: Barry Hooton sent this view of Lufthansa Ju 52/3M D-ASIS at Croydon before the war. Colours: silver and black with red tail band. **Above:** Furies and Harts of 1 AAS as far as the eye can see. This is the first picture we recall of this unit. K8306 is a Fury as is K8244. K5821, nearest, is a Hart(T). This also comes from Alan Morgan.



Above: First of some interesting Typhoon pictures by W. J. Lincoln shows a Typhoon 1B, possibly MN299, of 175 Sqn with three blade airscrew, and drop tanks replacing the two outer RP rails on each side.

AIRFIX magazine



Above: Another superb picture by Alan Morgan showing Fairey Albacore N4221:5L. We are trying to identify the unit. Does any reader know?

Below: Alec Gannon sent this view of a Bf 109G, captured in the Western Desert and used by a Kittyhawk squadron.



Above: From Griffin Murphy comes this interesting view of a P-40 Warhawk from the all-negro 99 Sqn, attached to 79 FG before going 332 FG. Other squadrons in 79 FG bore a small X, but 99 Sqn was assigned an A. Machine had been returned to the USAAF from the RAF. Note large roundel and brown paint patches covering RAF markings. Spinner was red and trim tab white. Mustang picture below also comes from Mr Murphy.



Above: Another Alec Gannon shot shows B-24D, 111794, with khaki drab on upper surfaces, and grey star on fuselage as applied to quite a number of UK-based B-24s in the winter of 1942-43.



Above. This Mustang was from 2 FS of 52 FG. Nose and wing bands were red, and tail yellow. Ordinarily a code letter was painted on the tail, but when the alphabet was exhausted, numbers were substituted. **Below:** Photographed by W. J. Lincoln at airfield B150, near Celle, is Typhoon 1B of 175 Sqn, SW399:K, 2 TAF, just at the end of the last war. Wing roundels (both surfaces) are 'C' type with yellow surround, a distinct feature of 2 TAF Typhoons at this period.



Above: Front and rear views of aircraft A, 175 Sqn, showing air intake dust filter on which aircraft letter was painted. Note also rockets and retractable pilot's step.



As a change from the Mini articles of recent months, I would like this month to turn attention to one of the most popular kits in the range of Airfix historical vehicles, the 'B' Type bus.

As mentioned in the Airfix instruction sheet, the 'B' Type bus was also built in single-deck form. Although two double-deckers have been preserved and photographs and information about these are fairly easy to come by, information about the single-deckers is not so forthcoming. I decided, however, that my collection could do with another bus and the 'B' Type single-decker would make an easy and attractive addition.

Body styles must have varied considerably, since it is known that seating capacities varied from 16 to 26. The later higher capacity single-



The single-deck version of the LGOC 'B' Type bus has a character all of its own. Modelling this vehicle from the standard Airfix kit is not difficult, and provides an interesting companion model. Use this prototype view as a guide to detailing. Note the route indicators.

A SINGLE-DECK 'B' TYPE

NORMAN SIMMONS DESCRIBES AN ATTRACTIVE BUS CONVERSION

deckers had straight sided bodies with wheel arches and cross seats, two on one side and one on the other side of the gangway. The earlier single deckers, however, had bodies very similar to the lower deck of the standard double-decker, so I have chosen this type as a fairly straightforward subject for conversion.

DIFFERENT ROUTES

Commence construction by following the Airfix instruction sheet from stages 1 to 29. Sticklers for detail will be quick to point out that the single decker did not operate on route 14 and therefore the fare table from the printed poster sheet supplied in the kit will need to be altered before fixing (stage 3). In fact, I have been able to establish two routes on which the single-deckers were used; routes 41 and 111. Stages 30 to 36 inclusive and 47 to 48 which refer to the upper deck should, of course, be left out, but construction can resume from stage 37 to 46.

I now favoured jumping a few stages and preferred to fit the rear mudguards, stage 57, before fixing the wheels, stages 50 to 56. This is because, on all the photographs I



A rear view of the model, showing the arrangement of the platform, handrails, and canopy. Note also the rear route indicator, made from plastic card. Police licence plates are also shown.

have been able to trace of the earlier 16 seater single-decker, the lower part of the body side comes down in a curve instead of being stepped inwards as with the double-decker. This is, of course, as it is supplied in the Airfix kit. The curved shape to the lower body panels can be created by filling in with a strip of $\frac{1}{8}$ inch balsa, curved and sanded to shape. It is hoped that the accompanying photographs will make this clear.

Now recommence construction for stages 50 to 56 and 58 to 62 inclusive. It should be noted that the boarding handrail, part 107, in stage 61, has to be amended since the lower curved end will no longer fit under the rear left hand corner of the body floor, this part now being obscured by balsa wood. A hole will have to be drilled into the lower left hand corner of the body end to take the handrail and the last 90 degree turn of the bottom of the handrail must be cut off.

Stage 63, which describes the fixing of the rear platform guard, is perhaps a convenient point to state that, despite much research, I have not been able to accurately establish the dimensions and area of the rear platform. Published photographs

would indicate that this was of spartan size, certainly narrower than the double-decker platform and possibly not even extending the full width of the bus. I cut off a $\frac{1}{4}$ inch from the end of both the platform and the step, and this looked just right. Similarly it has not been possible to establish the precise height or width of the rear platform guard. From contemporary photographs of these single deck buses, however, it would appear possible that if such a guard were fitted it can only have been a foot or two in height. I made a guard out of .40 inch plastic card, $\frac{1}{8}$ inch high and cemented around the edges of the Airfix platform part 78.

CURVED ROOF

A characteristic of these buses was the curved and rather bulbous roof. This only extended the length of the saloon and is best represented by a sheet of $\frac{1}{4}$ inch balsa steam-curved (over a boiling kettle) to fit on to the slightly curved upper deck floor, part 23. Stick the roof with UHU or similar adhesive, and when dry carve to shape, smoothing with file and sandpaper and filling with Brummer stopping.

Another controversial point concerns the rear platform canopy. I am certain this was something rather bigger than the small canopy fitted to the double-decker. I made mine the full width of the bus and extended it backwards for the length of the platform. To do this it is necessary to cut off the small canopy from the Airfix upper deck floor, part 23, and replace this with a piece of .40 inch plastic card $2\frac{5}{16} \times \frac{7}{8}$ inches, curved at the corners to match the front driver's canopy. A thin



Above: Two views of the finished model, with all the salient features of the conversion clearly visible. The bulbous roof and lower curved portions of the sides are obtained from balsa wood, this being shaped and filled with Brummer stopping. One important modification is the removal of the curved framing from the window frames. This is done with a craft knife. **Below:** Offside of the model. Running numbers and registration are hand painted but other markings come from kit transfers.



strip of .10 inch plastic card cemented around the edge makes a suitable valance. Handrails are, I am afraid, a matter for guesswork, but I would imagine there would have been at least two, one at each corner of the platform reaching to the canopy roof.

Construction can now be completed by reference to the instruction sheet stages 65 to 72, 74 and 76-78. One final detail concerns the destination boards. These were large and prominently mounted at front and back on the roof and are best represented by sheets of .40 inch plastic card, size $1\frac{1}{4} \times \frac{3}{4}$ inches.

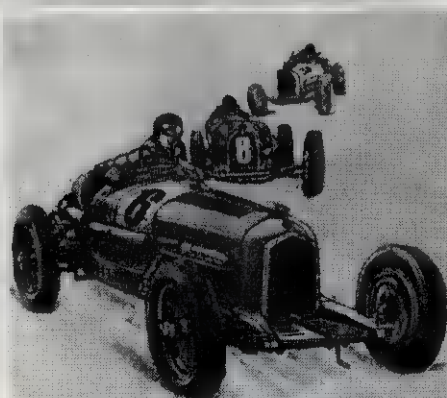
We would be interested to hear from any reader who remembers these single-deckers in service. In particular, if he, or she, could fill in any of the gaps, or provide a rear-view picture. I hope in a later article to describe the later wide and higher capacity single-decker and also other conversion possibilities using the Airfix 'B' Type bus kit.

Note: This is the first of several bus modelling articles planned for AIRFIX magazine. Others will appear from time to time.—EDITOR.

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XP850 on an army co-operation exercise in Northern Ireland. It is an early machine with tapered jet pipes.

BEFORE and during the early stages of World War 2 a very important portion of the work of the Royal Air Force was devoted to 'army co-operation'. This was the continuation of a policy which commenced with the birth of military aviation in Britain. Then the flying element of the British services existed to support the Army, but enemy reaction led to the need for a variety of aircraft to defend the close support and reconnaissance machines. Bombing and home defence were soon called for, but there remained a major requirement for the RFC and RAF to give army support. It led ultimately to a line of special army co-operation aircraft such as the Atlas, Wapiti, Audax, Hector, Lysander and a motley collection of autogiros including the Avro Rota and C40 of which only brief and limited use was made.

During the war establishment of the Airborne forces and the Glider Pilot Regiment brought an entirely new aspect to army aviation, calling for pilots to fly the heavy gliders and light air observation post Austers, which served in all war theatres in the middle and later stages of the war. Low flying Austers operated as artillery observation and ambulance aircraft, carried staff officers and generally made themselves useful to the army as close liaison aircraft.

After the war the need for such services remained considerable, particularly as relatively small scale army operations, often under difficult climatic and terrain conditions, continued prior to the Korean War. By then, the long awaited helicopter was a practical machine. Although its use in Korea was relatively limited, it could clearly be seen to perform as much as a light liaison aircraft such as the Auster VI and the American Cessnas

and Pipers.

Mainly for financial reasons, the British were trailing behind American helicopter progress. Although rotary wing aircraft and some early helicopters had been produced in Britain, such as Hafner's designs and the Weir W6 and Cierva C9 employing a torque jet, development was slow as the technicalities were met and overcome.

Eventually licence production of successful Sikorski designs

was commenced by Westland Aircraft, whilst its own designs and those of Bristol and Cierva came to fruition with mixed success. Saunders-Roe acquired the Cierva interests and developed their small Skeeter. Its genesis was accordingly interrupted, in part due to the take-over, lack of suitable engine, and various troubles with vibration and transmission of power.

A need for a light military helicopter for liaison and spotting was very apparent by the mid-1950s, and the British services opted for the Skeeter. Already a new aspect of requirements appeared when the Army Air Corps was formed. It was thereby decided that the light liaison or 'army co-operation' role using helicopters and Auster AOPs

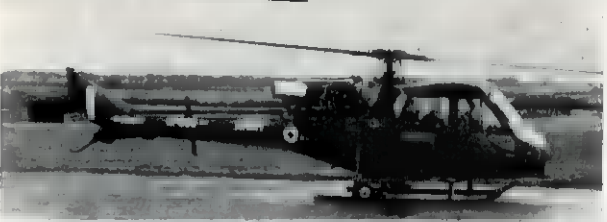
should be put entirely in the army's hands. Initially a restriction by weight was placed on the types of aircraft the army was permitted to operate. In recent years this has seemingly become less arbitrary, with the introduction of the Beaver and the Westland Scout helicopter, one of the latest additions in miniature to the Airfix model range.

Acquisition of the Scout in 1963 gave the Air Corps its most potent helicopter to date, and it is becoming widely used. Its

Continued on next page

PROFILE

The Scout: versatile helicopter



PROFILE- Continued

development story to an extent shadows the complicated pattern and forces affecting all British helicopters. It mirrors the complex metamorphosis which the British aircraft industry has undergone to suit political whims and, in part, business interests, all of which have combined to make steady development programmes difficult and aggravated the requirements situation because of the time scales invariably resulting.

With the development in France of a small jet engine which led to the very successful Alouette helicopter (a small number of which the Army Air Corps acquired and which now operate in Germany), Saunders-Roe began to take an interest in a jet engine development of the Skeeter. The jet engine with its low weight, lack of vibration and high power/weight ratio is ideal for a helicopter—once the gearing and transmission problems have been overcome. Blackburn acquired a licence to build the Turbomeca engine and developed it to British requirements. The way ahead was clear for a 'jet' Skeeter.

Saro's studies were undertaken as a private venture, based on the Blackburn-Turbomeca Turmo, and resulted in a five-seater. Known as the P531 it utilised many Skeeter parts including four rotor blades to keep the rotor diameter small for use in confined spaces, its tail boom, tail rotor and some transmission parts. Detail design began in November, 1957, a few months after the revolutionary Saro jet fighters were cancelled, and two prototypes were built both as civil aircraft. G-APNU, the first, flew on July 20, 1958, and G-APNV on Sept 30, 1958. G-APNU appeared at the 1958 SBAC Show in mid blue finish, with white upper decking and gold letters outlined black. Main rotor blades were black tipped in yellow. G-APNV had the main colouring reversed.

Basically they proved successful machines, but the larger cabin called for compensation in the form of a tailplane with end plates. Eventually an up-swept stabiliser was added. Such other modifications as were made concerned power transmission, and every effort was made to prevent a repetition of the resonance troubles which plagued the Skeeter.

Brief service evaluation was carried out and then the Royal Navy ordered two P531-0 prototypes, XM333-334, for trials. These were fitted with long twin-skids. The helicopters were put in mind for operation from small ships, mainly on anti-submarine duties. G-APNV, the second civil machine, was also taken over for naval development work as XM332. Eventually the Navy ordered the P531 into production as the Wasp, an account of the employment of which appeared in our March, 1966, issue. Wasps operate from specially prepared platforms on frigates. Although the Wasp is beyond the scope of this Profile, it is a subject to which the Airfix Scout could easily be converted.

Development of the basic design, which became the Scout, by no means ended with the P531-0, for an effort was next made to increase payload within the same airframe dimensions. Availability of a new and more powerful engine, the Turmo 603, led to the P531-1 with stronger rotor and transmission gear to absorb the extra power to be offered. The cabin was lengthened and its roof flattened, although the overall length was only slightly increased. To cut ground resonance a skid undercarriage was decided upon, the wheels being fitted to ease handling by ground crews.

Before the P531-1 was complete the Blackburn A-129 Nimbus appeared, developed from the Turbomeca Artouste 600 and with simplified gearing to the rotor. The revised design—now the P531-2—first flew on August 9, 1959, as G-APVL. It appeared at the 1959 SBAC Show in green and brown camouflage with white lettering, which then suggested future army use. Along with it appeared G-APVM which was powered by a

Above, top to bottom: G-APNU, the Saro P531 prototype as seen at the 1958 SBAC Show. G-APVM in blue finish, the P531-2 at the 1959 show. XP165 in green/brown finish with black serials; this was from the pre-production batch, and has tapered jet pipes. The XP8 production batch also had tapered pipes on delivery. XP896 in April last, with non-tapered jet pipes. Flare attachment points are by the roundel. XR640 also with non-tapered pipes. XP852 of the AAC Training Wing, with dayglo panels on the sides, nose, and bulges.

de-rated Gnome engine for comparative trials. This machine was dark blue overall with white lettering.

Army interest was already considerable and culminated in an order for ten P531-1 development aircraft, switched to the P531-2 with the Nimbus when the newer version came into being. XP165 the first machine, in dark green and dark brown overall finish with black serial and ARMY in white, first flew on August 4, 1960, powered by a Nimbus 102. A few weeks later a production order for the Scout AH1 was announced. Meanwhile, in 1959, Saro had been taken over by the Westland group.

Development aircraft differed little externally from production Scouts, but their tail rotor transmission shaft was uncovered, giving them what might appear to be a shallower



Above: XT617 in April, 1966, with bulged doors, UHF aerial under nose, and other small details.

boom. On production aircraft this was covered over. Development work included loading trials, leading to special doors and provision for stretcher carriage along the fuselage side before bulges on the rear doors allowed for the placing of stretchers across the cabin. Tests showed the Scout able to carry 1,500 lb as a flying crane. Armed versions are possible, although the army does not apparently use them. Nord SS11 missiles could, for example, be fired from the Scout.

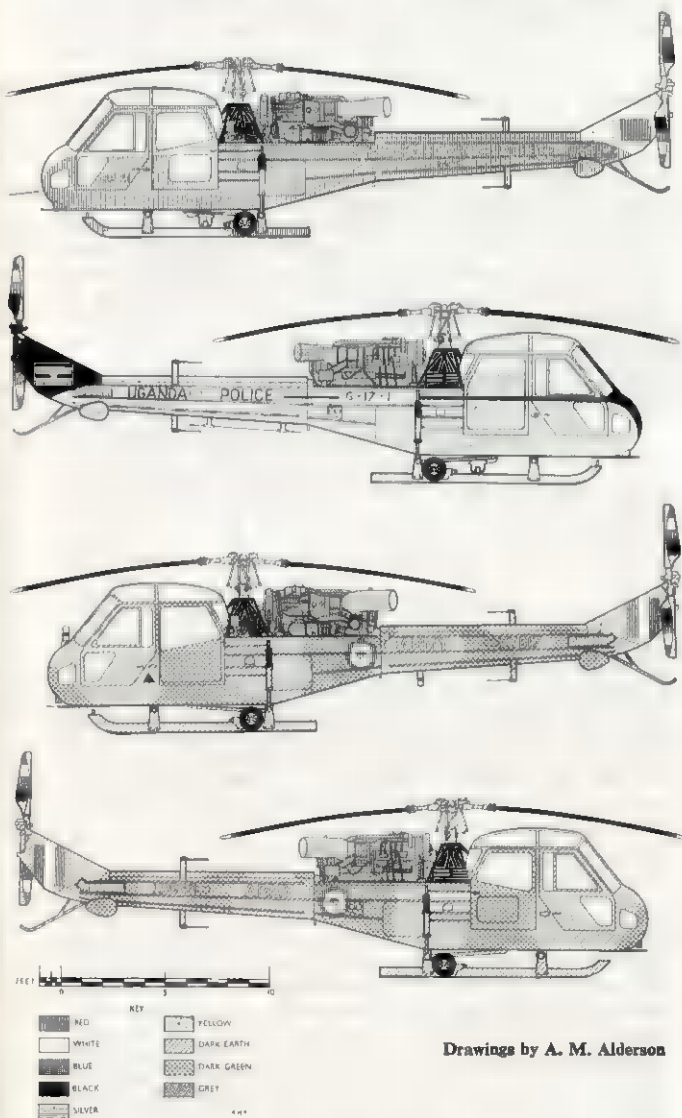
To see the Scout in everyday use AIRFIX magazine visited Middle Wallop during April. After having just completed the Scout model according to instructions, it was interesting to compare the model with the real machine. Under the guidance of Captain J. A. Ingram, AAC, we were able to see several Scouts in their latest guise. Despite its small size, we were assured that Airfix have made a good job of the model.

One point immediately noticed was that if a production Scout is to be modelled then the tail pipes from the engine need to be shorter and untapered. Additionally vanes have been built into the engine to improve its operation in hot climates. On the Scouts which we saw all these tail pipes were left in natural finish. We spent some time viewing XP855, a machine typical of the first production batch three of which are used by the Advanced Rotary Wing at Middle Wallop to convert pilots on to the Scout. Overall its camouflage was dark green and dark brown with ARMY and the serial numbers white, all colours being glossy. The engine well was black, but the engine platform sides were brown with very narrow strips of green non-slip material diagonally applied. The engine itself was glossy light grey and the pylon enclosing the gear box glossy black. Transmission rod fairing and the rotor head were brown. Rotor blades were black with yellow tips, the tail rotor being marked as on the kit instruction sheet. Leading edges of the tail rotor blades are steel, which retains natural colour.

A close look at the nose revealed a pitot head under its port side. New additions are UHF aeriels, one on the forward upper part of the nose and another, also silver with dark blue tip, is placed beneath the tail boom. Cockpit upholstery was all black, likewise the instrument console. Cockpit floor and walls were mid-grey. A black tinted canopy roof was fitted to cut glare in bright conditions, and in the hangar looked almost as if it was overpainted black. An interesting off-shoot from this was the point that the Scout can operate in almost any hot/cold/high/low conditions without modification. Gone are the old days of 'tropicalisation'.

Stretcher bulges on this, a training machine, were decorated with rectangular red dayglo tape, and the nose tip also had this. When a stretcher is carried the back bench seat folds upwards and back against the rear of the cabin. Later Scouts have bulged rear doors which permit the carrying of a stretcher

Continued on next page



Drawings by A. M. Alderson

Top to bottom: Colour schemes and markings for service and export Scouts. Bahrain Police version with makers number G-17-2. Uganda Police Scout, factory number G-17-1. XR640 of second production batch. XT617 at Wallop, April, 1966, with bulged rear doors.



Above, top to bottom: Scout XP890 spotting for 25 pdr field guns at Middle Wallop. It has the 'Pegasus' airborne formation sign on its nose. The Uganda Police Scout, showing yet another form of rear door and tapered jet pipes. BSP1, the Bahrain Police aircraft.

PROFILE—Continued

without the small side bulges being needed. One such machine visiting Middle Wallop was XT617 from Bulford Camp. A AAC flight at Colchester also has this type.

A point of detail that can be added to the model is the twin-flare attachment point on the starboard side of the fuselage at the forward end of the boom. This enables flares to be fitted for night operations. The latter, using helicopters, are undertaken now that suitable instruments have been developed. While discussing this aspect we noted that the shock absorber covering on the rear struts was black. The landing skids of the

Scout, hollow light alloy, are immensely strong, but since the aircraft operates from a mixture of terrain they are shod with steel strips.

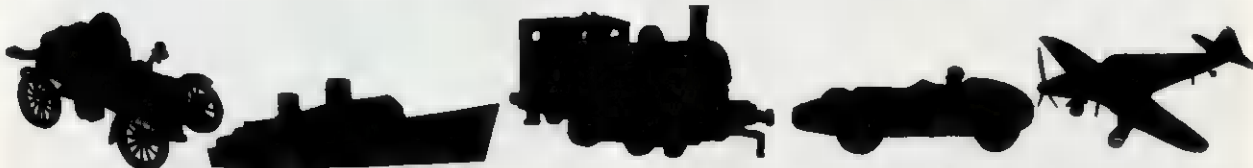
It was some months since we had last visited the Army Aviation Centre and the scene had changed considerably. Gone were the Skeeters and few Beavers and Auster AOP9s remained. Instead the Bell-Augusta Sioux ULH was to be seen in abundance. Fifty have been ordered from Augusta in Italy, and over 100 from Westland. For basic training the army uses the light-blue painted Hiller 12s of Bristow Helicopters with their civil lettering in red. Newly introduced, the Sioux is essentially a regimental helicopter, the idea being that such regiments as need them should operate a flight of two or three for spotting and liaison work. Recalling that it was 1948 when we first saw a Bell 47 brought the obvious question—is it not rather late in the day to acquire this type? The answer was soon clear when Warrant Officer Derrick Hughes, with much helicopter experience, flew us in a Sioux. Absence of vibration was most surprising, and the excellent control always evident showed the Bell 47 to be outstanding and quite clearly a fully developed helicopter. We took-off slowly and manoeuvred to a circle marked 'H' on the airfield, over which we hovered. Since Wallop operates fixed wing aircraft and helicopters, strict air traffic control rules must be followed. All clear, we zoomed away to the east and the low flying area. As we dived to tree top height and flashed over fields through which the corn was just poking the joy of flying was ours. There is no denying it, low flying *is* really exciting however often you indulge in it, but it is a rare delight nowadays for the areas and requirements are limited. At about 80 knots we climbed steeply towards Andover stopping short of the town to make an incredibly steep bank and about a 300 degree turn. The view from that huge plastic nose dome was superb, but it did occur later to us that the two flocks of birds which we had disturbed might have made a nasty impact! We returned to Wallop and encountered a deluge at about 500 feet, so it was possible to see much of Salisbury Plain from an ideal height for only a short time, but long enough to be sure that this was about the right height for flying!

Before leaving Wallop, we discussed the present equipment and layout of the Air Corps. Under the overall control of the Directorate of Land/Air Warfare, the Corps is divided into wings placed in each main theatre of operations—Germany, where the Skeeters and Alouettes are based, in the UK where the last front-line Austers are to be found, in Malaysia, and in Aden. Wings are divided into flights attached to divisions, brigades and formations within the theatres, or detached to operate as independent flights as in British Guiana. With the regiments are to be found the Sioux Unit light helicopters. In Britain, army helicopters are based in the South of England and Northern Ireland.

Reconnaissance, battle surveillance, casevac, light freighting, rescue and light transport are tasks the Scouts perform, and with the machine the army is well pleased. Its excellent rate of climb and manoeuvrability and a good power margin are very useful in climatic extremes. It has won much popularity, and a repeat order was placed in 1964. Two modified Scouts serve the Royal Australian Navy and three have been supplied to Jordan and two to Uganda. Another has been bought by Bahrain. Design, development, and production is being undertaken by the Fairey Division of Westland at Hayes, Middlesex. Cruising at 106 knots, the Scout has a range of 240 nautical miles and an all-up weight of 5,300 lb.

M. J. F. Bowyer
AIRFIX magazine

New kits and models



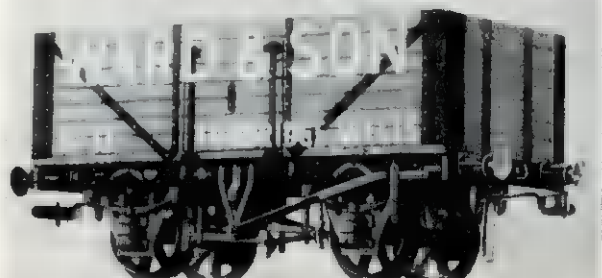
NEW WONDERFUL WAGONS

ONLY newcomers to the hobby could be unfamiliar with Peco Wonderful Wagons. The introduction of two new models to the OO gauge range gives us an opportunity to acquaint newcomers with an account of their remarkable qualities and we are indebted to the Pritchard Patent Product Co Ltd, Seaton, Devon, manufacturers of these kits, for two review samples.

There are many features common to all the OO gauge kits but perhaps the two most remarkable are the working sprung axleboxes and buffers. The basic structure of each wagon is a die-cast metal body. This gives the model the right amount of weight and a sound and solid basis on which to build. Plastic buffer beams which include buffer shanks and springs to take the metal buffer heads, and plastic solebars, fit into holes already drilled in the floor of the metal body. Also clipped to the body floor are the pairs of pressed metal axleguard brackets into which slot plastic axleboxes. These slide up and down in the brackets and their movement is controlled by leaf springs, albeit plastic but otherwise just like the real thing. Nylon wheels and axles revolve in brass metal bearings which press fit into the axleboxes.

Construction is simplicity indeed since every part fits accurately into its intended neighbour. Only a slight amount of flash requires trimming from the moulded and cast parts and no adhesive is required to assemble the basic structure. Peco Simplex couplings are supplied as standard but other types can be fitted easily.

A Ward & Son 7-plank coal wagon is the latest in a growing range of private owner mineral wagon kits. The body of this model is coloured red oxide with white lettering shaded black and black strapping. The body sides and ends are supplied ready coloured with the planks and strapping embossed in the card. No painting is required apart from the interior of the body which needs to be painted black. The South Wales Lime and Portland Cement Co. Ltd.



Above: The Ward & Son wagon from Peco in OO/HO scale.

wagon features an overall roof. In the kit this comes in the form of a grey plastic moulding which is simply glued to the metal body casting.

The 7-plank mineral wagons such as Ward & Sons cost 12s 0d each and the cement or lime wagons cost 13s 0d. There are cheaper OO gauge wagons available but none with so many desirable features as the Peco Wonderful Wagons and they are well worth that little extra. N.S.

MOLDERS COMMEMORATED

THE latest release from the ABT company is a transfer sheet for a Messerschmitt Bf 109F of Jagdgeschwader JG51 and includes markings for Oberst Werner Mölders' aircraft.

Additionally markings are incorporated for the aircraft flown by Kommandeur Heinz Bar and several other Gruppen of JG51. It is a comprehensive sheet which cannot be missed by students of the Luftwaffe during the war. Retail price is 3s 6d and it can be obtained from BMW Models of Wimbledon. A.W.H.

EQUESTRIAN EXERCISE

ONCE in a while a kit comes along for review which is out of the usual run of aircraft, ships, cars, and other like subjects. Just such a kit—portraying a scale model of a thoroughbred show jumper—has recently been released by Revell (GB) Ltd, and we were pleased to have an opportunity of making this up as a change from our usual modelling activities.

The box illustration shows a horse and rider leaping a fence in grand style, which gave us the idea of a huntsman 'conversion'; but, in fact, a rider is not supplied and the kit portrays the horse in a standing position with a complete (and removable) set of harness. Fully detailed instructions are included in booklet form and, as we discovered, they are very necessary when harness assembly is attempted. Revell have provided true super-detail parts for all this, with tiny metal jump rings and simulated leather keepers to enable the whole rig to be put together in prototype fashion. This cannot be rushed, and constant reference to the assembly diagrams is needed at every stage. But it is very satisfying at the end to be able to saddle up the horse with the dexterity of a stable-lad! All the harness and saddle parts are moulded in a brown leather-like plastic but the bit is of metal.

A realistic matt roan finish has been given to the body parts, and this is better for depicting the fur, we concluded, than any painting could achieve. Assembly is quite simple except that one must remember to fit the 'fur' mane

Continued on next page

New kits and models—Continued

and tail provided before joining the two body halves. They then look really rooted to the body. Scale of the model is 1:10, resulting in a display piece of substantial size when completed.

Summing up, it would make a fine 'instructional' model for a riding school, or anyone else keen to learn about horses. A detailed and informative anatomical diagram adds to the value in this respect. Finally, the completed model would also make an excellent gift, we think, for a horse-loving sister. The price is 14s 11d. C.O.E.

UPC MODELS THE MB2

THE Martin MB2, United States bomber of pre-war vintage, is represented in the latest release from UPC. It is to 1:75 scale and although it suffers from engraved outlines for transfer positions, it does provide a model of an aircraft previously unknown to many of the modelling fraternity.

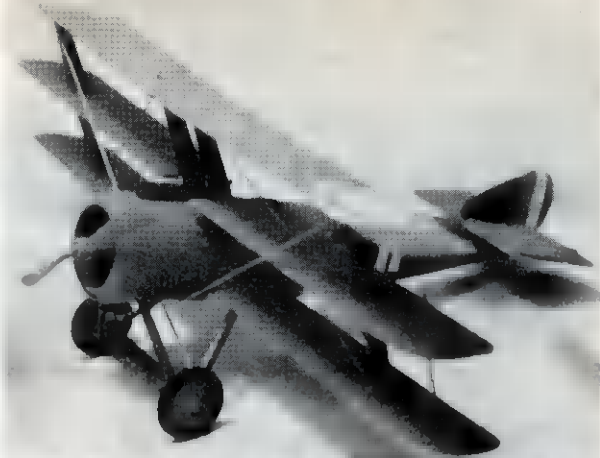
The kit is moulded in dark green plastic and has 69 parts. These went together very satisfactorily and there can be few complaints about the sturdy construction that resulted. With a model of this size it is best to rig the flying wires on the inter-wing surfaces as otherwise the model can look rather bare. The size should not present unusual problems for doing this and the kit is greatly enhanced as a result.

The Martin MB2 was the aircraft which vindicated General 'Billy' Mitchell's theory about aircraft being able to sink battleships in the 1920's. MB2 bombers sank, with 90 kg bombs, the ex-German battleship *Ostfriesland* in a demonstration staged in the Atlantic on July 22, 1921. This set the pattern for subsequent US aircraft procurement programmes and resulted in aircraft such as the B-17 and B-24 being available during the Second World War. The MB-2 is therefore an aircraft of particular historic significance and a worthy addition to a historical collection. The kit can be purchased from BMW Models of Wimbledon, who supplied our sample, for 18s 11d. A.W.H.

TERRIFIC TANK

OUR correspondent in Czechoslovakia, Charles Kliment, has sent us pictures and a review of a new plastic, ready assembled, 1:25 scale model T-54 tank now being produced by a toy company in East Germany (DDR) and available in some East European countries. Kliment reports that the model is almost completely accurate in general outline and dimensions, but as purchased its detailing is a little on the heavy side. However, when painted and with details added, it makes a fine and impressive model. The wheels and track are particularly noteworthy.

It is driven by a single motor powered by a flat 4.5V battery housed in the remote control box. It runs forward and in reverse, turns, and traverses its turret full circle. It can climb a 2-inch-high obstacle, and with fresh battery will run up a one-in-two gradient. Price in Germany is 42DM (about 63s). Another vehicle in the same range is the SU-57 self-propelled AA gun on the same chassis and with comparable price and performance. Neither of these models is available in Western countries so far as we can discover, but interested readers might be able to obtain them on an exchange basis with East European pen-friend, or from friends visiting these countries. C.O.E.



Top: This Revell Sopwith Triplane was reviewed last month. We printed the wrong price, however. It actually costs 2s, as does the Fokker Dr1 kit reviewed at the same time. Above: The Martin MB2 in the UPC range.

ON THE HIGHWAY

TWO Daimlers of widely contrasting appearance are among new releases from Lesney in their Matchbox and Yesteryear ranges. A delightful 1:45 scale Daimler A12 tourer of 1911 vintage is the first, while the latest Daimler Fleetline rear-engined bus to 1:121 scale is the other. Selling for 2s, the latter has seats, staircase and adverts on the sides, and makes a good companion for the Matchbox Routemaster of the same scale. The Daimler tourer costs 5s, and features include the famous fluted radiator, wire-spoke wheels and control pedals.

Longest Matchbox yet made is a Dodge tractor with twin tipper trailers, released in the King Size series at 14s 11d. It is beautifully detailed with treaded tyres on its 26 wheels, and many working features. Scaled at 1:64, it measures nearly a foot in length. Finally a Mercedes 230SL roadster, to 1:60 scale, with all the usual features joins the range at 2s. C.O.E.

PECO N GAUGE POINT

AS the recent MRC Exhibition showed, the really small scales such as N and OOO gauge are rapidly gaining favour. Peco have already introduced 9 mm N gauge Streamline flexible track at 5s 6d per yard and we received their buffer stop some months ago. We are now delighted to know that Peco are producing points for this gauge and we have just received a sample left hand point for review. One immediately noticeable and highly commendable feature is the large radius of the curve—3 feet we believe. For those still used to thinking in OO gauge standards, this is equivalent to 6 feet in OO gauge which is approaching

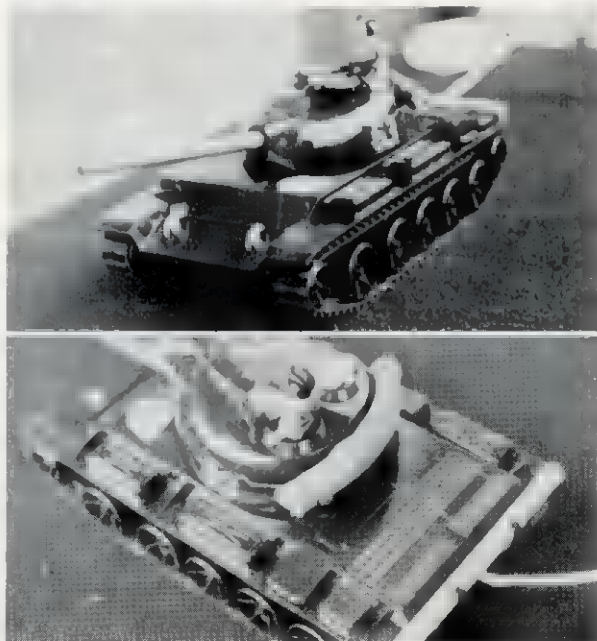
something like prototype practice. The method of construction is similar to Peco's OO gauge points, that is plastic moulded sleeper base including frog and check rails with drawn nickel-silver running rails. Despite the small size and the fact that daylight shows between each of the 30 or so sleepers, the point is extremely strong. The plastic used is very tough and it is inconceivable that the point could distort or give any trouble to rolling stock during normal use. One further excellent feature is the positive switching of the point blades. The blades themselves are nicely tapered and spring into position whichever road is set. N.S.

BELLONA BATTLES

FROM Merberlen Ltd, we have received the latest in their Bellona battlefield accessories. These are a new departure for the firm, being moulded in styrene plastic by the vacuum method. This has given lots more detail than might be thought possible and these new releases score heavily by being authentic replicas of fortifications.

Three different sets are released: set one is a German World War 2 field gun emplacement complete with protected entrance and ammunition bays. It comes on a base together with a pile of military stores — sandbags, sacks and ammunition boxes—and a small emplacement for a mortar or machine gun. All are separate mouldings and can be cut from the common base with scissors or a craft knife. The set costs 3s, postage extra, as do the others.

Set two, of similar size, contains a British mortar position, an anti-tank gun emplacement with sandbags and a slit trench. Set three has just what tank modellers want—a dozed emplacement as used to provide protection in defence lines. It has corrugated iron lining and track marks. This type of structure can be used also with 25 pdr field guns, included on the sheet is a foxhole, a small mortar emplacement, and a group of rocks. All are scaled to OO/HO models and go perfectly with Airfix tanks and soldiers. They can be painted with ordinary plastic enamels C.O.E.



Above: The East German T-54 model tank reviewed opposite. June, 1966

NEW PROFILES

PROFILE Publications' output remains as prodigious as ever, and the latest samples we have received from this company cover both aircraft and cars.

The new car releases, all priced at 2s, cover the Bentley 3½-4½ litre, Lanchester 38 and 40, Dusenbury, and the Vanwall GP car. All are beautifully produced in the Profile tradition and have the usual colour drawings, photographs and histories. We commend the Vanwall issue particularly to anyone with the Airfix racing model of this famous car. It contains numerous variations on the basic design, and would be most useful for modifying the model.

New aircraft issues, also at 2s each, cover the I1-2, the Fokker CV, the famous SM 79, Chance Vought Crusader, Siemens Schubert DIII and IV, and the RE 8. This latter is, of course, also a subject in the Airfix range, and the Profile gives alternative markings for this aircraft. C.O.E.

NEW DINKIES

FORD of Germany's Taunus is the subject of the newest Dinky Toy car model. Scaled at 1:42, it has opening doors, opening boot and bonnet, and tipping seats. Finish is a yellow ochre shade, and the whole is set off most effectively by excellent white-wall tyres. Price is 10s 9d. Companion release is a Mini-Moke, cross-country version of the more familiar Mini saloon. Priced at 5s, it has a green finish, opening bonnet and detachable hood. C.O.E.

WE HEAR...

RICHARD Kohnstam Ltd, importers of UPC kits, have announced two nineteenth-century coach kits as latest additions to this range. Scaled at 1:40, they depict a Lafayette with passengers and coachman, and the famous Tally-Ho coach, one of the earliest vehicles to run on a scheduled route. Passengers, coachman and guard with post-horn are included. Each kit costs 8s 11d, from most model shops.

Newest idea for variety on your slot-racing layout is Sulky racing. What's a Sulky? Answer: one of those little trotting carts popular in some countries at horse-racing events. A French firm—called Ge-Ge appropriately enough—is now producing motorised scale models that will run on most electric car tracks. The horses have moving legs and steering, and individual Sulkies will cost 81s in Britain. Complete sets are also to be available. C.O.E.

NEWS FROM IPMS

THE next London Area open meeting is on May 27, 1966, at St Mark's Church Hall, Balderton Street, London, W1, starting at 7.30 pm. Non-members are welcome at IPMS meetings, and anyone who has not been before may like to know that Balderton Street is opposite Selfridges in Oxford Street.

From America comes news that the USA branch of IPMS sponsored a model aircraft exhibition in conjunction with the local Air Force Association convention in Dallas, Texas, from March 21-25 last. Models for display were sent in by members throughout USA and Canada, and were noteworthy for the high standards seen. About 113 different exhibits were shown ranging from individual aircraft to a scene showing a Zero being shot down. Readers in USA or Canada requiring further details of IPMS activities there should contact the director, James Sage, at 3813 Durango Drive, Dallas, Texas, 75220.—R.R.W.

Letters to the Editor

Letters to the Editor are only answered in the magazine. Readers whose letters are published each receive a free Airfix plastic construction kit of their choice. We are always pleased to receive your comments and pictures, which will be considered for publication. Submitted material and pictures can only be returned if accompanied by a stamped addressed envelope, and the Editor cannot accept responsibility for safe keeping of any such contributions, neither does he necessarily agree with comments expressed by correspondents in the letters column.

Russian Stirlings

I WAS interested to read in AIRFIX magazine the conjecture about what the Russians were doing with a Stirling bomber. While stationed at Woodbridge, Suffolk, in 1945-6, I recall a number of these aircraft returning from Russia where they had been apparently operated on a Lease-Lend basis. The first one pranged on landing, I believe, through touching down on soft earth. Returning crews were RAF although suitably attired in fur hats. Fuller information I cannot recall, but I believe a number were broken up there, as we sported at the time quite a 'graveyard'.

B. Cramp, Sunderland.

Plan view

IN the aircraft kit conversions by Alan W. Hall, I always get paint or glue on the pages when I'm working from the 1:72 scale drawings provided. So I wondered if you would produce separate drawings as these would be much handier to work from.

Barry Dunn, Hartlepool, Co. Durham.

Sorry we can't issue our 1:72 scale aircraft drawings on separate sheets. Suggest that transparent polythene sheet—available from most big stores—is used to cover your drawings in future. Hold it in place with paper-clips; then remove it after the model is finished.—Editor.

Webbing answer

IN answer to T. P. Withey's letter in the January, 1966, issue where he asks if the 8th Army ever wore green webbing, I can say definitely no. In fact, 8th Army webbing was very rarely blanched at all, and when it was the colour used was a yellowish khaki. Brass fittings (such as buckles) were purposely dulled so as not to catch the sun. The 14th Army, fighting in Burma for most of the war, did, however, have green-balanced webbing.

J. Marsh, Orpington, Kent.

Chocks away

I HAVE found that in the Airfix Roland C-II the pilot is in just the right position for the 'Chocks away!' signal, and if a suitably adapted Bloodhound mechanic is placed near the wheels, the result is a scene which would be well placed on a German aerodrome in World War I.

An idea for future aircraft kits might

be the inclusion of a transparent plastic disc, the same diameter as the propeller, which could be fitted over the spinner of 'in flight' models. This would then represent a revolving propeller quite effectively. I have tried this idea with a home-made disc and it looks very good.

A. M. Dickens, Solihull, Warwicks.

Modelling memory

ONCE again there has appeared in your columns the question of storage and transport of models. Many years ago (Pre-war.—Ed.) there was a now-defunct company called Skybirds, then the leading manufacturer of 1:72 scale aircraft kits—the wooden variety, of course—who also managed to cater for the transport problem.

They brought out a sort of suitcase which had the inside painted to represent an aerodrome background. The inside of the front, which dropped down, was painted as tarmac. Hangars were available separately and were placed inside the suitcase as required. One, therefore, kept the aircraft models inside the hangars, taking them out when required. It was also possible to suspend the models on cotton or wire for in-flight views above the aerodrome.

For transport, of course, one simply folded up the front and carried the suitcase in the normal manner. The various hangars available ranged from the canvas 1914-18 type to the then latest semi-circular Heston pattern. There were two types of control tower, one of them was the Gatwick type, I believe, and this housed model planes as well.

But best of all for storage, was, perhaps, the Skybirds aircraft factory with a zig-zag roof and sliding doors. You could take one end off each bay and add another section as you built more models. In fact, there was no limit to the size—you just kept adding extra bays.

Frog, I recall, pre-war, produced some hangar models, including a slip-way as well for flying-boats and seaplanes. It would be nice if some present-day firm could produce items along these lines.

J. Honey, Ensworth, Hants.

Does any reader have any relics like this of the pre-war modelling scene?—Editor.

Western Front

AT last we can stop worrying about converting the poor old Japanese troops into World War I British soldiers. With the new Airfix World War I British and German soldiers we can, at last, have realistic war games of this period.

Using Plaster of Paris, Plasticene, and papier maché, I was able to construct a reasonable trench system. With the aid of the Airfix World War I aircraft models, I can settle down to a good slogging match on the Western Front.

For transport, I use the general service wagon described by Mr Ellis in the February issue of AIRFIX magazine. Perhaps Mr Ellis can find some more conversions of this sort to solve our World War I traffic problem!

T. Carr, Leigh-on-Sea, Essex.

Tank crews

THERE have been quite a few pleas lately for tank crews to be included in Airfix kits. I would like to suggest that suitable British tank crews can be obtained using the airmen from the Bloodhound missile kit. They can be painted to depict a black beret and black or brown overalls.

Keith Taylor, Edinburgh, 12.

Four engines

HAVING just purchased my first copy of your very interesting magazine, I was intrigued by the correspondence on the Ju 90. As an interested 11-year-old at the time of the Battle of Britain, I remember my father, who worked at Sheerness Dockyard, telling me of a four-engined German aircraft with engines blazing which machine-gunned the dock area before crashing into the Thames Estuary. Some survivors were later picked up by some rather irate matelots.

B. Redshaw, Newton Abbot, Devon.

Scrubbed wood

MY father has just recently bought the Airfix HMS *Victory* kit in the Classics series. One colour required is 'scrubbed wood', and I was wondering if you can tell me how to get this colour?

Paul Rayner, Maidstone, Kent.

We find that scrubbed, holystoned wood colour for warships can be mixed from cream and white matt paint with just a dash of dark earth or grey added to tone it down. If you are skilful enough it is possible to suggest graining on a large scale model with brown paint from a splayed-out brush.—Editor.

Hangar colours

I AM in the process of building a scale layout of part of a Battle of Britain fighter station, the focal point of which

AIRFIX magazine

is the hangar. I have not, however, been able to discover the camouflage schemes sported on wartime hangars, so I wondered if any readers had a knowledge of the subject?

John W. Sandle, Morden, Surrey.

From observation, it would seem that hangars were painted in various styles according to the nature of the surrounding district. For instance, black or dark earth patches over bare brick in an arable area, or green and dark earth patches in a pastoral area. Many hangars at RAF stations still bear traces of wartime camouflage and may be useful as a guide.
—Editor.

Standard bearer

I RECENTLY converted two Airfix Union and Confederate figures to standard bearers and drummers.

For the standard bearers, marching men were used with the rifle barrels cut away. A pin was pushed into the top of the butt that remained, and a flag made from thin coloured paper was glued to the pin. If the figure becomes unbalanced with the weight of the flag, it is advisable to cement a larger card base to the underside of the moulded one.

When making the drummers, I cut the complete barrel and butt of the rifle from the body, and filed down the rough edges. For the drumsticks, cut off the pointed end (about $\frac{1}{4}$ inch) from the pin and push the points into each hand at the desired angle. The drum is taken from the Guards Band set and is fixed to the drummer's left thigh by another shortened pin. Simple, but very effective if carefully painted.

A. Talbot, Derrington, Staffs.

Space problem

SOME years ago I bought an Airfix Spitfire kit, and was so pleased with it that I vowed to build every other Airfix model. This I have done and am fully up to date with the latest.

My problem is where to put them all. My wife was so clever with her duster that, in the early days when I had only ten models, they became airborne every day due to her zealous cleaning.

So, looking for some other storage space, I boarded up the floor in the loft under the roof of our house. Though I put shelves up there, it is so crowded now that it has become impossible to find the water tank! I think I must soon buy the local community hall.

However, I don't mind Airfix continuing to produce models of their present standard. I shall keep buying them, even if it means renting a field to keep them in.

Ernest Davies, Tenbury Wells, Wores.

SAS Jeeps

READERS might like to know a little more about the SAS Jeep which was briefly mentioned with the LRDG Jeep conversion some time ago. As C. O. Ellis mentioned, they operated in Northern France and Italy. A noteworthy point is that the armament of SAS Jeeps in France consisted of a single Vickers K gun for use by the driver in front and

a twin Vickers K on the back as on the LRDG vehicles. On the bonnet they had another twin Vickers K. This mounting was changed for a single .5 calibre Browning later in the war, when some of these Jeeps were operating in Holland in early 1945.

The spare wheel was carried on top or in front of the bonnet. There were no condensers fitted, but some vehicles had short masts on each side of the bonnet, carrying Union Jacks for identification purposes. The crew of three was made up of a driver, commander, and gunner (in the back). To make the Jeep look appropriately battered—as many were—you can break or remove one of the slats in the grille, break the bumpers or huddle the mudguards.

These Jeeps operated behind the enemy lines and caused the Germans much trouble. They worked with the French underground movement who were very active in rural areas.

Now I have a modelling problem. I often read conversion articles which tell us to cement balsa wood to plastic. What sort of adhesive should be used for this? Again what glue is best for cementing the Airfix OO/HO scale soldiers?

J. F. Bentley, Darlington, Co Durham.

We find that ■ glue called 'Uhu' is effective for cementing wood to plastic, but there are other adhesives of both this and the 'contact' kind which are equally good.—Editor.

Painting details

HAVING just purchased a number of OO/HO scale soldier sets, I find that tiny detail such as faces and weapons are very difficult to paint without smudging or spoiling. In order to apply the paint neatly in the right places, I find that wooden toothpicks (which are very cheap) are excellent. A little paint, only, is required on the tip.

Clive Williamson, Richmond, Surrey.

Display discussed

AS a new reader, congratulations upon producing such an excellent magazine. Reader G. Lewis's suggestion in the April issue, for a container in which to display and carry his models, prompted my son to think along similar lines. He eventually came up with one of those celluloid containers used for holding balls of coloured cotton wool as sold by chemists. From this he removed the lid and loose base, painted the base dark green and earth and glued to it a Fokker Triplane; around the inside of the container for about half its circumference he painted bushes and a tent to suggest a forward airfield. He is also hoping to utilise Japanese soldiers painted khaki or grey as RFC or German ground staff around the models. He then re-assembled the container and has a complete, safe and dustfree scene.

We are experimenting with a container made from a circular thick card base to which is stapled or glued a 2½ inch wide strip of acetate sheet to form the wall. The lid is made of thinner card, having three tabs at 120 degrees sitting in three slots cut in the top of the wall.

I would like to ask if you could possibly publish a photo or drawing of the 'Huck Starter' of the 1920's; this was, I

think, a Model T Ford chassis with a platform at the rear on which was a tall metal superstructure. Across the top was mounted a shaft chain driven from the engine at one end, and at the other end a slipping dog clutch which engaged a similar clutch on the front of the aircraft propeller boss. A model of this would make an excellent addition to the relevant aircraft.

D. E. Butler, Cardiff, Glam.

Rivet detail

THE trend in all types of model aircraft seems to be toward meticulous detailing. I have nothing against cockpit detail, moving parts that look scale, or realistic removable panels that reveal engines and other internal detail, but there is one thing that simply disgusts me: rivet detail! In every review of model kits I've read there is mention of the rivet detail. The author either criticises the manufacturer for leaving it off, or praises him for including it. But the point is that almost all planes since the late 'thirties are flush riveted; one can hardly find the rivets on the real plane. I defy anyone to show me a Spitfire, Mustang or Focke-Wulf 190 with rivets sticking out all over it.

The same goes for 'grain' in the cloth and wood surfaces of World War I aeroplanes. This was completely filled on the real aircraft by the dope used in finishing these surfaces.

So, please, leave off the rivets, using the time and effort on scale details!

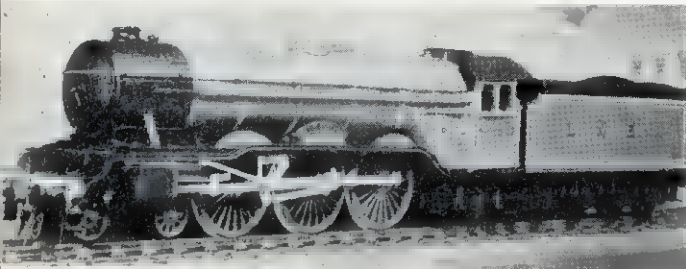
Tom Kunfere, New Albany, Indiana, USA.

Pen-friends wanted

THE following readers have written to the Editor requesting pen-friends: 23687737, Private K. Lowry, 10 Vehicle Coy, BFPO 56, stationed in the Libyan Desert. Kris Heyrman (14), Lange Leemstraat 40, Antwerp 1, Belgium, who would like ■ correspondent aged 13-16 preferably in South Africa. Speaks Dutch and also writes in English, German and French. He is interested in aircraft modelling and aviation in general. Eilchi Kuwayama (17), 13-3 Hikari-Ga-Oka, Chikusa-Ku, Nagoya, Japan, would like to correspond and exchange kits with anyone his own age. Interested in 1:72 scale model aircraft. John Anderson, 12 Wessex Drive, Bradford Abbas, Sherborne, Dorset, would like a pen-friend aged 12-14 in Japan, willing to exchange aircraft kits and photographs. R. Whybrow, 22 Westbourne Road, Sydenham, London, SE26, would like a pen-friend in Czechoslovakia, aged 14, interested in military and commercial aircraft. He is willing to exchange kits and magazines. Stephen White, of 40 Cupro Street, Lithgow, NSW, Australia, would like to correspond with an English boy aged about 14. A pen-friend interested in tanks and military vehicles is sought by 14-year-old Hugh A. Jones, 99 Cannery Lane, Sprowston, Norwich, Norfolk. Interested readers are invited to establish contact direct.

Information wanted

ALLAN W. Summerill, 50 Badminton Road, Downend, Bristol, has become increasingly interested in the real thing, particularly Luftwaffe aircraft, through making plastic kits. He is now engaged on tracking down any existing aircraft of the World War 2 period and would like to correspond with anyone of a similar interest who could give him information, especially about stored aircraft. Mr Summerill can be contacted direct at the address given.



The new Wills A3 model in LNER finish.

EASTER MRC SHOW

Report by Norman Simmons

THE 41st Model Railway Club Exhibition was held at Central Hall Westminster from April 12-16, 1966, and judging by the crowds on the day we attended this most popular of annual events must be attracting an ever larger number of devotees.

An impressive variety of working layouts were on display from gauge 1 to TT narrow gauge, not to mention the steam hauled passenger carrying track. The almost true to life sound of heavy rolling stock clattering over rail joints are just one of the many pleasures to be obtained from viewing the larger gauges and not the least of these was the tram track of Geoffrey Swift. Trams are beginning to break through in the kit world and Bec Models of Tooting were able to show their new 4 mm scale London Transport E1 bogie double decker in addition to the Leeds Horsfield car which has now been out for a little while. Bec also had their new and very attractive TT gauge SR Q1 0-6-0 on display.

Triang-Hornby were showing their new entry into outdoor O gauge, a plastic Hymek, battery-electric propelled, and two plastic wagons running on plastic track. From the same stable but in OO gauge the new English Electric Type 3 looked exceptionally good and the L.M.R. Class E3001 electric locomotive and hand made prototype of the eagerly awaited Hall were on view.

The two stalwarts of the cast metal kit world, K's and Wills, had new products on sale; the GWR Bulldog from

K's and the LNER A3 from Wills, the latter illustrated at the head of this page. George E. Mellor is also rapidly increasing his range and the new Midland Class 3 4-4-0's, ex-Prussian Railways 2-6-0 tank locomotive and the 12mm narrow gauge Tallylyn Railway 'Dolgoch' all looked very attractive.

One couldn't help but notice the increasing interest in narrow gauge models shown by the trade. New to British modellers and likely to give a real boost to the cult was the Roco-Peetzy range on show on Eames stand. It includes a very nice 0-4-0 saddle tank, a beautiful runner and amazing value at 52s 6d, and wagons of Egger Bahn quality for as cheap as 4s 4d each. The Festiniog Railway Society were showing a neat little Baldwin 4-6-0 tank locomotive kit which fits to the Minitrix 0-6-0 chassis. Track and points are now readily available for narrow gauge and there is nothing to stop any modeller adding a system to his existing layout or developing one in its own right.

Finally, of considerable interest to Airfix modellers, Eames were able to show their long awaited motorised chassis for the Drewry Shunter. Without doubt this will prove to be well worth waiting for and we look forward to receiving our review sample. This has been promised and we will give readers the earliest possible account of this new development. The retail price has been fixed at the very reasonable figure of 35.

The 41st MRC Exhibition was a very fine one and demonstrated beyond all doubt an extremely healthy interest in the model railway hobby. Space has permitted but brief mention of a few highlights of new trade items but they serve to show the confidence and support the trade is giving to the hobby and the amazing variety of items they are now able to offer.



No 999 made from the Gem class 3 kit.

SCOUT VARIATIONS

IN addition to the pictures illustrating this month's Profile, we present these views of Scouts photographed by M. J. F. Bowyer during his recent visit to the AAC at Wallop. From the modeller's point of view, the most important modification to the Airfix Scout could be the non-tapered jet pipes now fitted to production aircraft. Both aircraft shown here have this feature, and the pipes could be made in miniature from plastic sprue of suitable diameter, curved by heat. The bulged doors on XT817 (right) would make an excellent exercise in acetate moulding.



SUNDERLAND

In last April's Sunderland Profile, the caption referring to the lower picture on page 253 was inadvertently transposed with the caption referring to the upper picture on page 254. We apologise if we have misled anyone.—Editor.

AIRFIX magazine

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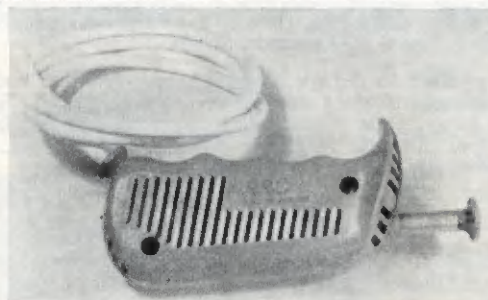
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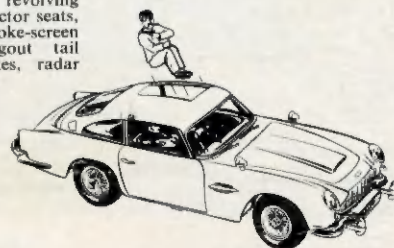
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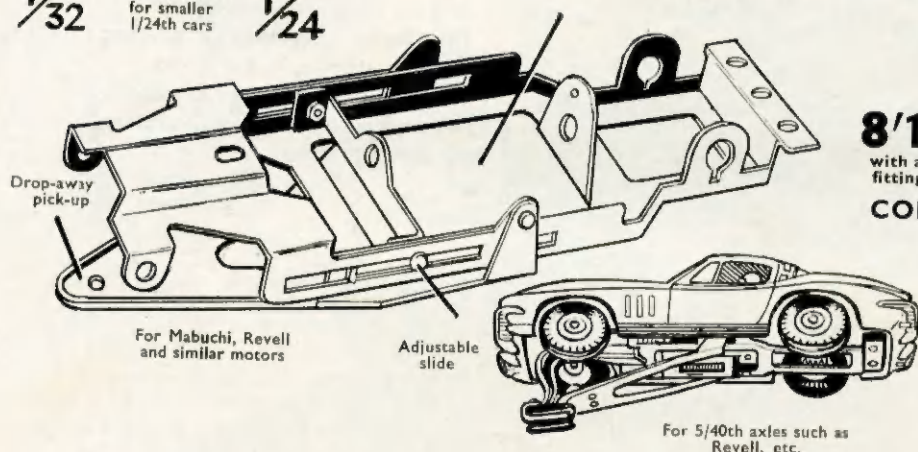
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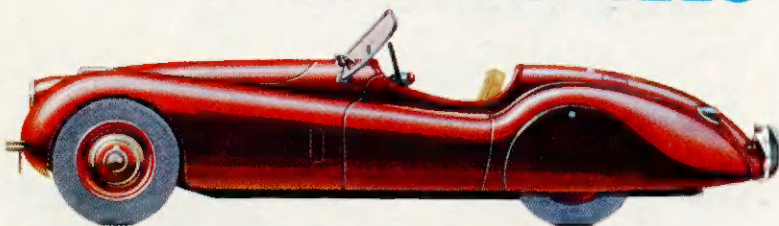
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